

THE Hongkong Weekly Press

AND

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MARRIAGE.

On the 30th April, at Union Church, OTTO WAGNER, to BERTHA LEISTE both from Attroiler, Germany.

DEATHS.

On the 5th May, at Shanghai, LUIS GONZAGA PEREIRA DE CAMPOS, aged 6 years.

On the 8th May, at the Government Civil Hospital, Capt. JENS ANTON AHLMANN, aged 79 years.

Hongkong Weekly Press

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ARRIVAL OF MAILS.

The French mail of the 17th April arrived per M.M. steamer *Oceanien*, on the 16th May (29 days).

HONGKONG.

The number of plague cases in the Colony from January 1st to date is returned at 656.

The name of Mr. F. A. L. Laing has been added to the official list of Justices of the Peace resident in the Colony.

The Report of Mr. F. J. Badaley, Superintendent of the Fire Brigade, for the year 1902 shows that there were 76 fires and 95 incipient fires during the year. The Brigade turned out 70 times. The estimated damages caused by the fires was \$2,144,910 50 and by the incipient fires \$1,189 50.

For dumping on the street the dead body of a child, Li Sam, a coolie, was fined \$200 at the Magistracy on the 11th inst., the alternative being two months' hard labour.

On the 9th inst. between eight and nine o'clock a fire broke out in a match shed at the Kennedytown Plague Hospital. The structure was quickly ablaze and the flames spread to the neighbouring wood-yard and burned with great fierceness. On the alarm being given the Fire Brigade turned out under Mr. P. P. J. Wodehouse, Assistant Superintendent of Police, and Mr. H. G. Baker, Chief Inspector. When the conflagration had been got under control it was found that the damage amounted to about \$,000. H.E. the Governor was among the spectators.

At the Warrant Officers' Club, Blue Buildings on the 12th inst., a smoking concert was held in honour of departing and new members of the institution—that is to say, those who are going home on relief from the station and those who arrived on the cruisers *Spartiate* and *Eropa* to fill their places. Songs were sung and speeches made, and altogether an exceedingly pleasant evening was spent. During its course the chairman, Mr. E. Kane, intimated that he had pleasure in accepting from Mr. Hunt, R.E., on behalf of the Club, an interesting and unique gift in the shape of a photograph of Nelson's old flagship *Victory*, taken in Portsmouth Harbour on Trafalgar Day and showing the Admiral's historic signal flying. The frame of the photograph, which is to be suitably inscribed, is oak taken from the *Victory*.

George Rudoro, a German, was remanded at the Police Court on the 13th inst. on a charge of attempting to obtain money by false pretences. He was formerly employed in the Café Weissmann, but was discharged, and it is alleged that he then went to the Rhenish Mission and attempted to collect an account due to his former master. As he produced no bill, and could not name the exact amount of money owing, the lady at the Mission to whom he applied became suspicious and communicated with the Café Weissmann, with the result that Rudoro was arrested. He pleaded not guilty to the charge, and stated that he merely meant to collect the account and then inform his master that he intended to keep the money in lieu of the wages which he asserts the firm did not pay him when they dispensed with his services.

On the 11th inst. a Chinaman stumbled across what appeared to be the dead body of a native woman lying in a dark corner at the Government store in Praya East, Wanchai. He informed the police at No. 2 Police Station, who on going to the spot found that the woman was alive, but suffering from a terrible wound in the abdomen, as well as from a number of minor injuries in different parts of the body. They had evidently been inflicted with a knife, and the murderer—for the police have reason to believe that the case is one of murder—must have attacked the unfortunate woman with the greatest fury, judging from the nature and number of the wounds; that in the abdomen, from which the bowels protruded, was alone sufficient to cause death, which ensued before the hospital was reached. No one has yet been arrested, but every effort is being made by the authorities to bring the criminal to justice.

H. A. Brown, who recently emerged from prison after putting in two months' confinement for the theft of a silver watch and chain from the officers' mess of the 33rd Bombay Infantry, stationed in Kowloon, was committed to the house of detention as a vagrant at the Magistracy on the 9th inst. Brown describes himself as a master mariner, and has evidently seen better days.

The friends of Mr. E. C. Wilks, consulting engineer, of this Colony, will be pleased to learn that he has been elected Associate Member of the Institute of Naval Architects, London. Mr. Wilks is at present in France superintending the building of two large river steamers to run on the West River under the French flag. These vessels will come to the Far East under their own steam, and are due here about the month of October next.

The cutting of each other's boat-cables seems to be a favourite diversion amongst sampan people. The pastime was indulged in at West Point the other morning, and the bad feeling engendered culminated in an exchange of words, bottles, and everything else that came handy. The Water Police intervened, and a couple of the offenders were taken to the station. Before the Magistrate on the 12th inst. they were bound over in \$200 to keep the peace for six months.

We regret to have to record the death of another old Hongkong resident. We refer to Captain J. A. Ahlmann whose death took place at the Government Civil Hospital on the 8th inst. Captain Ahlmann was 79 years old at the time of his death, and was well known and much respected. He first came out to China in 1857 as chief officer in the service of the P. & O. Co., for which Company he also acted as wharfinger for a good number of years until the P. & O. Co. gave up their pier at West Point, when the deceased took charge of Messrs. F. Blackhead & Co.'s hulk at East Point. He remained in the same service until his death. Captain Ahlmann had never been home since he came out to the East. The funeral took place on the 9th inst. at the Happy Valley and was attended by a goodly number of the deceased's friends.

The O. C. dinner, held at the Hongkong Hotel on the 9th inst. proved a complete success. Mr. M. W. Slade (Old Cliftonian) occupied the chair, and after an excellent meal had been discussed, proposed the health of the three schools, Charterhouse, Cheltenham, and Clifton. Mr. A. Emerson responded for Charterhouse and Mr. S. W. Tse for Cheltenham. For the service members, Sir John Keane, L.R.S., Watson, R.A., and Milward, S.F., and Mr. C. A. Parker, R.N., replied, and Messrs. John Hays and E. A. Bonner spoke for the Law. Songs were sung by Messrs. Hays, Parker, H. Hancock, B. W. Geyr and T. U. Gray, and at the close Mr. E. Ormiston, in an excellent speech, proposed the health of the Chairman, Mr. M. W. Slade, and Mr. T. C. Gray, who was instrumental in getting up the dinner. In his reply Mr. Gray said that he was amply recompensed for any small trouble he had gone to by seeing such an excellent and representative assembly. There were some notable absences, but they had managed to get on very well without them (laughter). He would do his best to make the meeting an annual one. The company dispersed with the singing of "Auld Lang Syne."

THE SCAVENGING OF THE PEAK.

(Daily Press, 9th May.)
 In bringing forward to the Sanitary Board the manner in which the Government scavenging contractor carries out his contract at the Peak, Mr. E. A. Hewitt has done good service. This man's coolies, it appears, have made a practice of dumping ashes and rubbish collected at "Craig Bryie" on the hillside in the immediate vicinity of the house. If for no other reason this practice should be promptly stopped as it creates a nuisance and defaces the appearance of the locality. But it also entails a much more serious evil. The house is in the watershed of the Pokfulam Reservoir, and this offensive matter is washed down into the valley and is liable to infect and poison the drinking water of the Colony. There is, too, grave reason for believing that the contractor's coolies have been in the habit of throwing the rubbish and ashes down the hillside in other places. It is supposed to be carried down some distance on the Aberdeen Road and there tipped in a heap, but as a matter of fact we are informed, it is now thrown down the hillside no great distance from the last house, "The Peak" on that road, and what was formerly a pleasant and much sought walk is now rendered noxious and malodorous in consequence of the deposits of unsavoury refuse tipped along its course. As Mr. Hewitt suggested, in his speech on the subject, the manner in which the dirt and ashes have been thrown down the hill, serve to explain the hitherto unexplained, and apparently inexplicable, cases of typhoid fever which have recently occurred at the Peak.

Mr. Hewitt was quite within bounds when he characterised the letter written by the Scavenging Contractor in reply to the complaint conveyed to him by the Secretary of the Sanitary Board as a most impertinent one. The scavenger made no apologies for the evils complained of; he simply said he had always done his best to carry out the conditions of his contract, but no doubt the coolies were at fault. As a remedy, instead of suggesting an increase in their number and better supervision over them, he requested the Board to recommend the Government to grant him a piece of land on which he could erect a coolies' mess and provide dustbins for the deposit of the rubbish. This, no doubt, would suit him very well, as it would save him from employing the number of coolies required to do the work properly, but presumably he made the contract with his eyes open and will have to carry it out faithfully. It may be remarked, however, by the way, that his proposition to establish a camp of dust coolies at the Peak is not one that should be even considered. The Peak is a sanitarium and should be jealously preserved as such. It is bad enough to have to permit the housing of a considerable body of chair coolies at Victoria Gap, near the Tramway Terminus, but they are a necessary evil; the dust coolies are not. If it is necessary, in order, as the President of the Sanitary Board said, to double the number of coolies employed, let this be insisted upon, and it would even be better, if the demand be thought reasonable, to make the contractor some advance on his contract for the purpose. But it certainly is not necessary, and it is assuredly most undesirable, that a coolie camp should be formed at the Peak. It would not only become a centre of dirt and an eyesore, but it might also in time develop into a

refuge for criminals and footpads. It is satisfactory to note that the Scavenging Contractor's suggestion as to this proposed camp found no support at the Sanitary Board, which very sensibly decided to write him and request him to employ twice the number of coolies he now employs on the work of scavenging the Peak. We hope that Mr. Hewitt, having put his hand to this particular plough, will not relax it until he has secured the effective performance of a necessary if unpleasant work.

ANGLO-FRENCH RELATIONS.

(Daily Press, 11th May.)

There has seldom been a better exemplification of the truth of the old adage that it takes two to make a quarrel, than has been exemplified in the case of the relations between Great Britain and France during the last ten years. So intense at one time was the feeling between the two countries that it only required the spark of some real grievance to fan the flame of discontent prevailing into an open quarrel. After all there was really, as events proved, no subject of importance really at issue, and as the cooler heads in both nations all along perceived this undoubted fact, and took these temporary disagreements in hand with the intention of fixing them up, time was afforded for the nations at large to look affairs boldly in the face. Looking back on the temporary estrangement, neither people finds that it has suffered any wrong at the hands of the other, nor has either anything, except a few hasty words, to withdraw or be sorry for. Fortunately too in this neither side has anything wherein it can boast of its superiority over the other; neither has suffered any wrong with which it can upbraid the other, and if the British Government has throughout acted with a wise discretion in removing any overt cause of trouble, so also, truth compels us to add, has the French. Perhaps it was the English people who first commenced to recognise the fact that France had done nothing to their detriment, but once recognised on our side of the Channel the fact very soon came to be accepted on the other. Looking back we can again perceive in how many instances the French have behaved with political wisdom and insight; not only in affairs between the two nations, but in their general aspect to European politics at large. We may recall a few instances, as at Mytelene and Koweit, where France might, had she had ulterior motives, have advanced claims, which however untenable might have raised unpleasant rejoinders. So too in China the conduct of France was in marked contrast to that of more than one of the other nations who actually made greater pretence of disinterestedness. Nor when we come to her internal affairs can we be less struck with the political insight which has guided France through many difficulties. We may here recall the sound financial measures that she has taken, and the wisdom with which the nation at large refused to be led into extravagant expenditure, for the mere sake of empty glory. France also through the great financial struggles of the continent has kept her head level, and has not permitted herself to be led astray by the monetary extravagancies of her neighbours. These are things of which a nation may well be proud, and it is therefore with the greater pleasure that England as a nation can reciprocate the words of King Edward at his reception in Paris the other day. The renewal of friendship between the two countries is not

thus the chance affair of a day but is founded on the wide extent of the common interests with which both nations are concerned. Unfortunately at the moment the two great powers in the east of Europe have struck out for themselves a policy that bodes no good for the peace of the world, and directly challenges their more westerly neighbours. It is but natural that such a juncture should dispose the two great western peoples to a union. What, however, adds to the feelings of satisfaction with which we must contemplate a settlement of past differences is that in renewing an old friendship we are able to do so with a people who have shown themselves worthy of our confidence. After all, our recent difficulties with France, as Lord Salisbury pointed out, have partaken very much of the nature of "pin-pricks": pin-pricks do undoubtedly sting for the moment, but they leave no pain behind. France's pin-pricks did at the instant smart; but they were but skin deep after all and never really affected the underlying friendship of the two peoples. The main fact to be remembered is that France and England have had no difference during the whole period capable of leaving any unpleasant feeling in its wake. Differences between nations must exist as long as human nature continues to guide their councils, and France and England in the future, as in the past will have much need of temper and discretion; it is, however, a curious event that the main differences between the two are now centuries old. It is not after all a thing of evil omen that the two peoples have never permitted their ancient grievances to stand in the way of intelligent co-operation.

FRANCE AND SIAM.

(Daily Press, 12th May.)

"Where the Two Empires Meet" is the title of a very useful article contributed to the current number of the *National Review* by Mr. LIONEL R. HOLMUND, who draws attention to the dangers attending any aggression on the part of France in Siam. The safety of our Burmese frontier, and even the tranquillity of our Indian Empire may, in the view of the writer of the article, be endangered by the development of events during the next few months. Certain of the aims of a section of the French Colonial party are so inimical to British interests in Indo-China, he says, that our Government must be prepared to resist them at all hazards. What the policy of Great Britain is in Siam, beyond what may be gleaned from the agreement respecting spheres of influence in Siam arrived at between the British and French Governments in 1896, it is very difficult to say. Some years ago the present Viceroy of India declared in the House of Commons that it was undoubtedly to the direct interest of England that Siam should be kept an independent political unit in the Asiatic system, free from the encroachment and aggression of any foreign Power, whoever it might be, and it is this principle which the *National Review* writer would wish the Government to act upon now. "Our purpose," he says, "would be attained were the guarantee of the Anglo-French Convention of 1896 so enlarged as to include the whole dominions of Siam." It is recognised that not much is to be gained by an attitude of mere opposition to the claims of France, and his suggestion is that the Government should take advantage of the present moment when negotiations are proceeding between France and Siam, to arrive at a definite understanding with France, which

may relieve us of future anxiety on the score of India. It is to be doubted, however, whether France would agree to contract on mutual terms with England not to acquire any special privilege or advantage nor to enter with an armed force without the consent of the other Power within any part of the Siamese Kingdom. Mr. Holland thinks such an agreement possible and even goes the length of saying that the more reasonable and experienced of the French Colonial Party—among them, he believes, M. Doumer—think that little benefit can accrue to France from merely extending her boundaries over thinly populated and unproductive areas, such as the outlying territories of eastern Siam, while she cannot hope to get possession of the fertile Menam Valley. Be that as it may—and we gravely doubt the eagerness of the French Colonial Party to renounce aggressive ambitions—the present is undeniably a most opportune time to approach the French Government with suggestions of the nature indicated, not only because of the agreeable relations created by the visit of King Edward, but also because negotiations pre-eminently are proceeding for a new Convention in place of the one which has failed to secure ratification.

RAILWAY FARES IN CHINA.

(Daily Press, 13th May.)

If the railway is ever to be a permanent financial success in China the fares for passengers will need to be low, and it will be desirable, if not imperative, to allow them to carry a good quantity of baggage, possibly far more than is permitted on railways in other countries. The Chinese are accustomed to travel long distances on their rivers and creeks for very small fares, and they carry with them not only their personal baggage, but usually some little trading venture as well. The scene on the lower decks of the steamers on the Canton and the Yangtze Rivers forcibly illustrates this. Almost every passenger has his little heap of baggage, which he is allowed to carry free, though if sent as cargo it would cost far more than the passage money of its owner. But it would be a mistake to insist upon these people paying for excess of baggage, though most of them could so be charged. In a railway train space would be more valuable, but the Chinese traveller would, all the same, want to have his little "chances" in the shape of baggage containing merchandise of some sort or other. Would the railway management be prepared to concede it? That is the question, and it is one that is well worth the consideration of those who are constructing railways or who are anxious to do so in the future. The correspondent of our Shanghai morning contemporary at Yung-ping-in, writing on the 22nd ult., seems to think that the railway from Shanghai to Peking is not popular, because the fares for passengers are too high. There are numbers of persons in the capital who have come from Shanghai, but who have trudged the whole long way along the high road instead of travelling expeditiously and comfortably by the railway. In reply to questions on the subject these persons invariably replied that the reason they preferred to tramp the journey was that the railway was too dear and quite beyond their means. The correspondent, commenting on this fact, goes on to remark: "From Shanghai to Peking, third class, which means first class, is about five dollars. Before the trouble [i.e., the

recent hostilities in North China] it was a little more than two dollars, and then they rode in a comfortable second-class carriage. Nowadays poor travellers find it pays them to walk the whole distance. Including the cost of food on the way, they can get through for about two dollars, the difference saved meaning a great deal to a poor man." The open truck is also strongly objected to, and the people wonder why the Viceroy of Chihli does not reduce the fares, holding him, and not the Railway Administration, responsible for the high rates charged. It is to be hoped, if the railway is to be made popular in China, that low fares will be charged, or it will soon fall out of favour, for though the Chinese love riding in any kind of vehicle, from a wheelbarrow to a landau, and will pay to indulge their fancy, they will only use the railway until its novelty has worn off unless they find it to be an economical means of transit. It is not likely that the goods traffic will at first be large unless mines are developed and a large mineral traffic takes place over them. The main source of revenue on most lines in China will necessarily be the carriage of passengers, and they will have to be carefully and specially catered for both in regard to comfort and price. Open trucks have long been abolished in civilised countries, and it seems a pity that they should have been introduced into China. Other companies starting will do well to avoid having any but covered trucks in a climate where protection from both sun and rain is so necessary.

THE INFECTIVITY OF PLAGUE.

(Daily Press, 14th May.)

We are all of us interested in learning what medical science is able to teach us that will satisfactorily explain the infectivity of plague. In their report the Indian Plague Commission say: "The universal experience of plague in India proves that houses into which the infection of plague has been imported, whether by men or rats, are infective, this infectivity being so marked that many officers who have had most experience of the disease, have come to the conclusion that the principal source of infection is, as would appear to hold true in the case of yellow fever, and possibly also of typhus, to be found in the houses in which the infection of plague has been introduced." Critics of the Report, however, have pointed out that this is only true of dirty, dark, over-crowded and vermin-infested houses, and as instancing the contrary when the houses are clean, light and airy, the experience of the majority of the plague hospitals in India is quoted. Here, they exclaim, infection is constantly being imported into a house, but the disease is only rarely communicated from the sick to the healthy who work and live in these hospitals, and that this is not due to anti-septic precautions is said to be obvious to anyone who has a knowledge of disinfection and who has seen these precautions carried out in a native hospital. Certain experts in India further claim that the bacteriological evidence is uniform in maintaining that plague germs naturally or artificially placed on soil, clothing or grain, rapidly disappear, or at least cannot be recovered from these substances even a few days after infection. It has further been proved that rats can live and thrive upon grain greatly contaminated with virulent cultures of plague germs. In short, as the Plague Commission's Report shows, the common mode of the entrance of the plague

bacillus into the human organism is through the skin in the bubonic and septicaemic forms of plague.

Before the Commission a Dr. Brown suggested that the flea was the medium of infection. His arguments were (1) that plague rats are eminently infective when infested with fleas, and they cease to be infective when they have been despoiled by their parasites; (2) living plague bacilli are found in association with fleas which are taken from plague infected rats; (3) that plague can pass from infected rats to other animals which have not come directly into contact with them or with their infected excretions; and (4) fleas which infest rats will transfer themselves as parasites to men. The Plague Commission considered that the arguments brought forward by Dr. Brown were not conclusive, but that, of course, is not the final word on the subject.

Now that it has been proved that the Anopheles mosquito is a communicator of malaria from man to man, and that yellow fever is also spread in the same way by an insect, a flap is given to investigators with a view to discovering whether it is actually a fact or not that the flea plays the part in the spread of plague which the mosquito tediously inconclusive investigations made up to the present seem to indicate. A valuable contribution to knowledge on this subject was made by Captain W. G. Lister, M.D., I.M.S., recently in a paper which he read before the Bombay Medical and Physical Society. He is evidently persuaded that Dr. Brown's theory is a sound one. He notes that phlebotomies are most common on those parts of the body which are most subject to attacks by fleas, and he also suggests that the prevalence of plague can be accounted for by the prevalence of some intermediary host of plague bacillus. He has been informed by several people, chiefly natives, that the plague season corresponds with the maximum prevalence of fleas. This is undoubtedly true of rat fleas, he says, for they are most numerous at the breeding season. He has consequently been led to study the insect, and has so far found on rats but one species, the *Pulex pallidus*, which at first sight is very like the human flea (*Pulex irritans*) but, under the microscope, differences are revealed. Captain Lister is prosecuting his studies in conjunction with the great British authority on such subjects, the Hon. CHARLES ROETHSCHILD, but he expresses the belief that the close resemblance between the *Pulex pallidus* and the *Pulex irritans*, and the absence of the *Pulex pallidus* from many European countries may account for the frequent association together of plague epidemics in rats and men in India, South Africa and Australia (he might have added China) and the comparative rarity of this association in European countries where *Pulex pallidus* is not found. Yet, though there are some facts which implicate the insect in the spread of the plague, Captain Lister was unable to supply absolute proof as the result of investigations he had so far made. Many experiments, however, must yet be performed, he says, before any definite statement can be made on the subject.

It is reported from the North that with regard to the scheme for establishing a law into China in order to meet present and requirements where international relations are concerned, the Peking Government is in very many of the new laws of Japan is a model and further to adopt them as a basis of the Code Napoleon. It is also reported that purpose laws are being taken to prevent posthumous returns to China.

THE FAR EASTERN MAILS.

(Daily Press, 15th May.)
 From the statement made by the Postmaster-General in the House of Commons, and summarized in RUSSELL's message of the 12th inst., it is obvious that the British Government do not intend to neglect opportunities for the more rapid transport of the mails to the Far East. Mr. AUSTEN CHAMBERLAIN announced that if the Trans-Siberian Railway offered a speedier regular mail service he would be obliged to utilize it, and stated that he was in communication with the authorities with a view to the establishment of a service to Peking and the Far East. As yet, however, no agreement had been reached. In saying that he would be obliged to utilize such a service, Mr. AUSTEN CHAMBERLAIN no doubt intended to convey that personally he would prefer to use a British line, but, that if the Siberian Railway can carry His Majesty's mails as securely and more expeditiously than the Peninsular and Oriental S.N. Co. can transport them in their steamers he will feel compelled to send them by the best of the competing routes. Naturally it is not palatable to have to go past the historic Company which has for so many decades well and faithfully performed this important work. Moreover, it is very desirable that, if possible, a British Company should carry the British mails over a British route to the most easterly British Colony of Hongkong. And before sacrificing all the advantages gained by such transport, it would be well, we think, to weigh impartially all the pros and cons, and see whether an accelerated steamship service that would compete with the Trans-Siberian route is not possible. So far as India is concerned a railway overland, via Persia, is of course practicable, and will no doubt eventually be constructed, but it must be many years before Burma is connected with China by railway, and in any case it seems impossible that any route to the Far East can compete in point of time with the Siberian Railway. But before adopting the latter as a mail route it will surely be advisable to visit and see how it is worked and whether it will run unfailingly throughout the winter, or whether it is likely to be snowed up occasionally the traffic impeded or blocked by the severity of the cold. There is no reason to doubt that the Russian Government will do their utmost to make this line a success commercially and financially as well as strategically, but it must also be remembered that Muscovite undertakings of the kind are too apt to lapse into casual ways and the officials in charge are very prone to forget the sanctity of the time-table. We may be sure, however, that the British Government will not decide upon any change from the existing arrangement for carrying the Eastern mails in a hurry or without giving due consideration to the certainty and regularity of their delivery. The necessity for the early delivery of correspondence has been largely discounted by the increased use of the telegraph, and the numerous opportunities now afforded to despatch letters by the different mails and routes have also assisted to reduce the importance formerly attached to the early receipt of the English mail. So much is this the case that the arrival of His Majesty's mails is no longer anxiously looked for as the former years, its delivery hardly makes a stir in the office or the home. It is among many, but most of the few things that have been already anticipated. It is probable also that, with the progress

of telegraphy, this means of communication will be rendered much less costly, and that the mail letters will more and more become mere confirmation of the week's telegrams.

CHINA'S CURRENCY.

(Daily Press, 15th May.)

A few weeks ago the Shanghai Chamber of Commerce unanimously passed a resolution expressing the opinion that the Treaty Powers should urge the Chinese Government to take the necessary steps to provide for an uniform national coinage as a first step towards establishing the currency of China on a gold basis at as early a date as practicable. Some attempt is actually to be made by China in this direction, for Prince CHING has by Imperial Edict been instructed, in conjunction with the Board of Revenue, to establish an imperial mint in Peking to provide an uniform coinage for the Empire. We prefer not to hazard any prediction as to when China will actually be in possession of this uniform currency, but it is satisfactory to note that steps are being taken to give effect to the undertaking given in Article II of Sir J. L. MACARTHY'S Treaty, and if the representatives of the Treaty Powers in Peking are at all desirous of acting upon the Shanghai resolution their task will not be a difficult one; for the Chinese Government, we may take it, is already convinced of the desirability as well as the feasibility of this important reform. We learn from the native papers that Prince CHING has requested the various Viceroy and Governors to furnish reports on the dollar currency wherever it is used, and to suggest what should be the definite and uniform exchange values between silver dollars and copper coins. An uniform currency for China is one thing, however, and a stable currency is another, but in the interests of China the one must follow the other, and the sooner the better. Many of the arguments which we have in the past been accustomed to hear against a gold currency for China have been exploded by the experiences of India, and there is nothing in the experience of India to justify pessimism or doubt as to the beneficial effect likely to accrue to China from the adoption of a gold standard.

SUPREME COURT.

Monday, 11th May.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE
(PUNISH JUDGE).

A CAPTAIN'S COMPLAINT.

Robert Morgan, master of the s.s. *Pak Kong*, sued Ho Fu, master of cargo-boat No. 631, for \$15 damages said to have been caused by the defendant's negligence in fouling the steamer's propeller with a rope from his cargo-boat. Mr. O. D. Thomson, solicitor, appeared for the defendant.

Captain Morgan stated in evidence that on 12th April at 11.40 a.m. after making fast to the wharf at the Harbour Master's office his steamer's propeller fouled a cable running from the defendant's cargo-boat. He had to engage Chinese divers to clear the propeller. The junk which lay about there would not give the steamer a clear road.

His Lordship said he supposed it was not the money that Captain Morgan was driving at?

The Captain replied that it was not; it was to make the junk give his steamer a clear road. On approaching the wharf he blew the whistle to notify the junk to go out from the wharf, but they would not go.

Cross examined by Mr. Thomson, witness said he him if had not paid the divers and he did

not think he would have to; the ship's company paid them. The company who owned the steamer—the Kwong On Co.—might sue him to pay.

His Lordship said that in that case Captain Morgan was not the proper man to sue. He might have taken the defendant to the Police Court but not to a civil court. His Lordship was not inclined to let Mr. Thomson take advantage of this technical objection, however, and ordered the writ to be amended and the company put in as plaintiffs.

The case was adjourned.

Tuesday, 12th May.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR HENRY S.
BERKELEY (ACTING CHIEF JUSTICE).

ACTION FOR SLANDER.

A case was called in which Francisco d'Assis Gomes sued Antonio Simplicio Gomes, Jr., for \$20,000 damages for alleged slander.

Mr. E. H. Sharp, K.C., barrister-at-law (instructed by Mr. H. W. Looker of Messrs. Deacon and Hastings, solicitors), appeared for the plaintiff, and Mr. M. W. Slade, barrister-at-law (instructed by Mr. E. A. Bonner of Messrs. Denny and Bowley, solicitors), appeared for the defendant.

Mr. Slade said that before the jury was called in this case he would ask his Lordship's attention to a passage in the *China Mail* of the previous night which stated that, "At eleven o'clock to-morrow, before His Honour Sir H. S. Berkeley, Acting Chief Justice, and a special jury, a slander case will be tried in the Supreme Court. The parties are Francisco d'Assis Gomes (plaintiff) and Antonio Simplicio Gomes, junior (defendant); the plaintiff is represented by Messrs. Deacon and Hastings and defendant by Messrs. Denny and Bowley. The amount of claim is \$20,000, and the defendant had paid the sum of \$200 into Court." As his Lordship knew, it was laid down in the Code that "Where a cause or matter is tried by the Court with a jury no communication to the jury shall be made, until after the verdict has been given, either of the fact that money has been paid into Court or of the amount paid in." He had no doubt that the newspaper was absolutely *bona-fide* in making this statement. But, of course, it was clear that the Legislature had directed that the fact of payment into Court and of the amount should not be divulged, and he thought he ought to draw his Lordship's attention to the fact when a newspaper made that fact public in the most conspicuous manner.

His Lordship—What section are you referring to?

Mr. Slade—Section 160 of the Code of Civil Procedure. I thought it only right to draw your Lordship's attention to this matter—rather with regard to any future case perhaps than with regard to this case—of the tactics of a paper making statements which are not quite full and may affect the case.

His Lordship—I think that rule applies only to practitioners. I do not think that it means that a newspaper cannot state the fact.

Mr. Slade—But surely it is not right, I submit, for a paper to absolutely and deliberately nullify the Code.

His Lordship—What this means is that counsel in opening the case shall not inform the jury of the fact that money has been paid into Court. The intention no doubt is that the jury shall not be in any way biased in their finding by the knowledge that the defendant has paid money into Court. I quite agree with you that the same principle should apply to prevent a newspaper from making a statement which may be read by the jury, in common with everybody else, and which might influence them. In the circumstances I feel sure that the publisher of the newspaper had no knowledge of the existence of this rule.

Mr. Slade—I am quite sure of that, my Lord. His Lordship—I think it will be sufficient if I state from my place here that I hope in the future where a jury is empanelled to try a case in which damages are claimed, that newspapers will refrain from publishing any facts which may in any way tend to influence, one way or

another, the jury that may be empanelled; and I am sure, from the tone and standing of the papers in this Colony, that they will appreciate the request and act upon it. I thank you, Mr. Slade, for having brought this matter before me. The following special jury was empanelled: Messrs. G. W. G. Harting, W. H. Wickham, E. A. Hewett, W. S. Harrison, H. W. Bird, W. H. F. Davies and G. L. Tomlin. Foreman Mr. Hewett.

Among the jurymen called was Mr. J. N. Goosmann, who stated to his Lordship that as he was acting secretary of the Steamboat Company, and the plaintiff, Mr. Gomes, was his director, he did not know that he should sit on the jury.

Mr. Slade—I have no objection.

His Lordship (to Mr. Goosmann)—I think you had better not.

Mr. Sharp, K.C., opened his case by reading the statement of claim in which it was stated that plaintiff was a gentleman residing at No. 43, Gaine Road. Defendant was a mercantile clerk residing at Woodlands Terrace. On 17th September, 1902, at the Club Lusitano the defendant falsely and maliciously in the hearing of several bystanders spoke, and published the following words: "He (meaning the plaintiff's son Jose Maria Gomes) is the son of a thief, and I can prove that his father robbed my father of \$120,000." In consequence of the said slander the plaintiff had suffered damage and had been injured in his credit and reputation and claimed \$20,000 damages. The case, Mr. Sharp went on to say, was a very simple one. The question which the jury would ultimately be obliged to consider was the defendant's intention in uttering these words.

His Lordship said the question would be not so much the intention as how the words were received and understood by the bystanders.

Mr. Sharp—Certainly. And in aggravation of damages the question of intention and malice was important. Plaintiff might press his claim for a very large sum. The slander was most serious and he would prove, he thought, that it had a very serious reference indeed. Plaintiff's desire was really only to stop this slander which had been much repeated no doubt. He would not ask for full and still less for vindictive damages but for damages enough to attain this end. He did not want to put money in his own pocket out of this thing at all, and whatever damages the jury gave him would be handed over to some charity. The slander had injured him very seriously in his business, had affected his reputation amongst his relatives even, and of course amongst those who were ignorant of his private affairs and did not know the real truth of the matter; and it had caused him the greatest possible distress. Speaking in quite a loose manner he should think \$5,000 would broadly meet the damages or certainly not less than \$3,000 or \$4,000.

Mr. Slade contended that it was a rule of the Bar that counsel in addressing the jury in such cases should not specify any sum.

His Lordship did not think a sum had been specified.

Mr. Sharp said it was only in quite a loose manner that he had referred to the matter. He went on to state that plaintiff was defendant's uncle. Plaintiff was senior partner in Brandao & Co. and was also a director of the Steamboat Co. and was connected with several others. No doubt he was well and favourably known to the jury. His standing was high amongst the Portuguese community and generally in Hongkong. He occupied positions of trust and had held power of attorney for 20 or 30 parties.

His Lordship said he did not know whether he could allow that evidence.

Mr. Sharp contended that the injury done to the plaintiff depended almost primarily upon the position he held in all respects. He went on to refer to the connection which the defendant's father had with Brandao & Co., in which firm he had had capital invested.

His Lordship said the plaintiff must confine himself to proving the words uttered and the impression they conveyed to the hearers.

Mr. Sharp, proceeding with his address, said that about 9.15 on the evening of the day in question plaintiff's son went into the billiard-room of the Club. There he had a conversation with a member about some trifling matter

connected with the billiard tables. Into that conversation the defendant broke. There was a quarrel upon the point about the tables and nothing was said during that quarrel about the slander at all. At the end of the quarrel plaintiff's son went away and heard no more of the matter; he was not present when the slander was uttered. About 10 o'clock Mr. Gutierrez entered the billiard-room and saw defendant with four or five other people. Gutierrez sat down next defendant and the latter told him about the quarrel which had occurred. Defendant did not appear to be excited, but while speaking he became so to some slight extent, and in the course of this reference to the quarrel with the plaintiff's son the slander was uttered. It was uttered in a very loud voice and was presumably heard by everybody in the room. Mr. Gutierrez who would tell them that he understood the reference, told him to be careful of what he said, whereupon defendant repeated it. In bringing this action plaintiff had hoped to throw out the whole matter but the course the defendant had adopted prevented this. He admitted the slander and the falsehood and therefore the sole material question was the defendant's intention in saying these words. In the statement of defence it was stated that the defendant proposed to give evidence with a view to mitigation of the damages. Defendant uttered the words complained of when he was drunk and in the course of a violent quarrel with the plaintiff's son, Jose Maria Gomes, who in the course of the quarrel made use of offensive expressions in regard to the defendant, and amongst other things called him a beachcomber and made also some offensive allusion to the defendant's father. Defendant replied that "it was better to be a beachcomber than the son of a thief." Defendant's recollection of what was said was very vague and he had no recollection of having uttered the words complained of, but it was not disputed that he did so. That the defendant was drunk and in a violent passion was obvious to everyone present. Everyone who heard what the defendant said was fully aware that he was not speaking deliberately and that he did not seriously mean to make any charge against the plaintiff but was talking wildly and in consequence of drink and passion. There was no foundation for any such statement. Defendant exceedingly regretted that he ever uttered any such words. He unreservedly withdrew all imputations on the plaintiff's character and apologised for the abusive language which he uttered without reason and while under the influence of liquor and of anger against plaintiff's son.

His Lordship remarked that it was a most melancholy action; two cousins had a quarrel in a Club and now it came before a jury.

Jose M. Gutierrez, Magistrate's Clerk, was the first witness. He said he had been in the Government service about 22 years. He knew plaintiff and defendant and was a member of the Club Lusitano. On 17th September last he went to the Club about 10 p.m. and entered the billiard-room. Defendant was sitting on a bench talking to four or five others. Plaintiff's son was present sitting on another bench about five yards away. There were about a dozen people in the room altogether. Witness sat down next to the defendant. They were discussing a quarrel which had taken place. Witness asked defendant what was the matter and the latter told him what had happened, saying in a loud voice that he (meaning the plaintiff's son, as he understood) was the son of a thief. Witness stopped him, saying that he should not say such things unless he could prove them. Defendant repeated the words and added "I can prove his father has robbed my father of \$120,000." Witness understood these words referred to an old allegation that plaintiff had robbed Dr. Gomes of some shares. Defendant was quite sober. Witness did not see any quarrel between plaintiff's son and defendant. Witness had been in about 15 minutes before the slander was uttered. During that time defendant was quiet in his conversation. Witness heard nothing said about "beachcomber." He did not hear plaintiff's son say anything.

Cross-examined—Defendant told him the story of the quarrel; he did not say that plaintiff's son had called him a "son of a b—" or a "beachcomber," or that he hit his cousin on the face. Defendant was talking loudly but not angrily.

Re-examined—He gave information first to Messrs. Duncanson and Hastings about a month afterwards and signed a declaration of the subject.

J. M. Gomes, son of the plaintiff, said that on the night of 17th September last about 8.45 he went to the Club Lusitano. He first went to the reading-room and was in the billiard-room about 9.15. Defendant was playing pool. There were about half-a-dozen playing. Witness had a conversation with a member, Mr. Guimeres, about pool having preference to other games. Defendant came up and asked whether they were referring to the table on which he and the others were playing. Witness asked what right he had to ask the question. Defendant put his clenched fist in front of him but did not strike him. The quarrel lasted about five minutes. Witness afterwards went into the bar. Defendant was sober. Witness did not hear the slander spoken; he heard about it next day.

The Court adjourned from one till two o'clock.

Cross-examined—Defendant was employed in the Hongkong and Shanghai Bank. He did not know at what salary. Defendant had a wife and child. At the time of the quarrel defendant was not, in his judgment, excited by drink. Witness did not call him a "son of a b—" or a "nigger." Witness was quite sober. In the course of the quarrel witness said something about defendant's shares in the Club. They were separated by the people in the room. That was because defendant came at him with his fist. Witness did not remember being shoved out of the room, but he went out. He used no insulting remarks to the defendant.

A. J. Gomes, brother of the plaintiff, and partner in Brandao & Co. said the slander had incapacitated his brother from his work; witness had seen it. For instance he could hardly hold a pen in his hand. He was very much depressed in spirits and the business suffered accordingly.

Cross-examined—His brother was not affected with gout.

F. A. Gomes, the plaintiff, said he started Brandao & Co. 42 years ago. He was a director of the Steamboat Co. and had held power of attorney for over 20 persons. There had been trouble between Dr. Gomes and himself with regard to money matters. He did not hear this slander personally. He had suffered a great deal from the slander in pain of mind, and could not attend to his business for about eight months and had suffered in his business. His friends appeared to mislead him, his reputation had been affected, and he had suffered in consequence.

Cross-examined—Defendant was his nephew and about 28 years of age. Witness was 67 years of age. He came to Hongkong in 1855. The slander had done him injury. When the slander was made he asked an apology from father and son. The son offered to sign an apology that he drew up. But he wished it made public that he was an honest man. He did not want any money that he might get as damages. This concluded the evidence, and Mr. Slade having no witnesses to call.

Mr. Sharp proceeded to address the jury on behalf of the plaintiff. He said there was absolutely no defence in the case. The slander was a malicious one, and there was nothing in the statement of defence denying anything that had been charged by the plaintiff. All his Lordship would doubtless point out to the jury, everything which was not denied in the statement of defence was to be taken as admitted, and that being so it was perfectly clear that everything in the statement of claim was admitted. The slander was no mere vituperation or misuse of terms; it was a definite charge which the defendant admitted to be baseless, and it had greatly affected the reputation and credit of the plaintiff. The plaintiff did not want the money for personal enrichment; he was not bringing the action in pursuit of filthy lucre. Mr. Sharp was proceeding to explain how any money awarded as damages would be paid, and of when.

His Lordship said—The jury must not know what the plaintiff intends to do with the money. If it is a matter of \$10,000, he might give it to the Kwong Fung Fund. (Laughter.)

Mr. Sharp said he had not mentioned that Fund particularly, and

COFFIN-BREAKERS.

His Lordship asked: "Well, the Alice Memorial Fund is for other suffering charity."

Mr. Sharp soon afterwards resumed his seat. Mr. Blake addressed the jury. He submitted that if the plaintiff did not want money, and was merely anxious to have his honour established and the slander stopped, the best way for him to proceed was to accept the defendant's apology and not bring the matter into a public Court. If he did not want money, why had he instituted a claim for \$20,000 against a young bank clerk? Mr. Sharp had commented on the serious injury the all-god slander had done to the plaintiff's reputation and credit, and how seriously it had depressed him, but he did not show signs of that depression when in the witness-box. He was actually smiling when giving his evidence.

His Lordship:—He was nervous, I think. (Laughter.)

Mr. Sharp:—Yes, nervous, my Lord.

Mr. Blake:—Anyway, my Lord, he did not seem very serious.

In charging the jury, his Lordship said the case had arisen out of a quarrel or altercation between the defendant and his cousin, the plaintiff's son, at a club called the Portuguese Club, from which they were expelled for their unruly behaviour. When they had been expelled, a mutual friend, Mr. Gutierrez, went up to the defendant and asked what it was all about. The defendant told him, and proceeded to express his opinion of his and his cousin's father and the whole family. As far as the evidence went, the only person who heard the defendant say what he admitted he said was Mr. Gutierrez. Mr. Gutierrez had acted as a busybody. If he had told the defendant to be quiet, and had himself kept silent about what had passed, nothing more would have been heard about the matter. The case had come into Court, however, and the question for the jury to decide was whether the words were uttered deliberately by the defendant, or as a continuation of a previous altercation. If they were a continuation of abusive language that had been exchanged between the parties, they were not slanderous and it was a matter then for the Police Magistrate or for the authorities of the club. If the jury came to the conclusion that the words were not uttered deliberately with intent to convey to the bystanders an imputation of dishonesty against the plaintiff, then the verdict would be for the defendant. If on the other hand, the jury were of opinion that the words were deliberate and intentional, then it was their duty to find for the plaintiff. On the question of damages, the jury ought to remember that the only person who heard the words uttered was Mr. Gutierrez. The cousin with whom the defendant quarrelled was sitting only five yards away and did not hear them, and none of the five people who were surrounding the defendant and were said to have heard what he delivered himself of had been called to give evidence to that effect. His Lordship then directed the jury to consider their verdict.

Mr. Blake drew attention to the fact that \$200 had been deposited in Court by the defendant, and his Lordship thereupon counselled the jury not to consider that point at all but to dismiss it altogether from their minds. If damages were to be awarded, they could give ten cents or \$20,000, or they could give nothing at all.

Mr. Sharp had a question to ask. If A and B, he said, had a quarrel, and C was slandered by either or both of them, was C to have no claim?

His Lordship replied that it was immaterial what letters of the alphabet Mr. Sharp quoted; the whole question was whether the words were uttered deliberately or as a continuation of a previous altercation.

The jury retired, and after an absence of about fifteen minutes returned into Court, when the Foreman announced that they were unanimously finding a verdict for the plaintiff, with damages at \$20,000.

Defendant was accordingly entered for the plaintiff, with costs.

Then Court adjourned till next day.

The value of land in Singapore, says the Free Press, has gone up in a very short time, and the rate of steady increment of value.

This is the peculiar life applied by the Chinese to a gang of thieves who operate on the passenger boats travelling between Hongkong and Canton. Just how the term came to be invented it is difficult to conceive, but there is doubtless something in the mode of operation of the thieves that has suggested it to those upon whom they prey. They have different ways of pursuing their unlawful calling, and these are adopted in circumstances necessitate. Before a steamer sails, members of the gang have taken an inventory of the passengers' luggage, and when any box strikes them as likely to contain something valuable, the word is passed along, and another box identically similar is substituted. If the coup has not been made before the boat casts off from the wharf, one of the gang makes the trip as a passenger, and when the owner of the coveted box arrives at his destination he is generally chagrined to find that the one he has taken away with him contains nothing but rubbish. The stranger who travelled with him and made himself so agreeable on the passage might have effected the change, he thinks, but then he left at the first opportunity and it would be a hopeless task now to try to find him amongst the multitude around, many of whom are probably confederates. So the victimised one yields to the inevitable, and sadly departs, poorer in material wealth but richer far in the knowledge that experience has taught him.

That is one way of operating, but sometimes, as has been said, circumstances make it impossible to adopt this particular course. Even then the thief is not defeated, as the following case, which occurred about a week ago, will show. Travelling from Canton, a Chinaman was approached by another who seemed disposed to be friendly. The first man felt lonely, and did not object to having the trip brightened by the companionship of such an agreeable individual as the stranger appeared to be. So they chatted together, drank each other's health in "samsu," and smoked opium with the greater gusto that the enjoyment was not marred by solitariness. The thief, however, over-reached himself, and his exceeding effusiveness aroused suspicion in the breast of the other. The latter watched his man narrowly and just before entering Hongkong harbour, when supposed to be sound asleep, he observed his friend of the voyage tampering with his box. The alarm was given at once, and investigation showed that a hole had been cut in the box at one end through which the thief was dragging everything he could lay his hand to. The culprit was arrested, not, however, before he had succeeded in throwing a large clasp-knife into the water. No conviction followed, for the simple reason that the owner of the box and the coloured man who arrested the prisoner on the boat told their respective stories with such an elegant desire to outshine each other in claiming all the glory of the capture that their evidence clashed in every essential particular, and the defendant, who must have thought himself a lucky man, was discharged.

Another way of tricking passengers out of their belongings is for one member of the gang to attract the intended victim's attention whilst another appropriates whatever they have set their desires on and makes off. This ruse was tried the other morning. A China man going up to Canton had with him a bag containing about \$300 in money and several articles of clothing. As some time had to elapse before the steamer started, he spread out a mat and lay down on it, using the bag as a pillow. Possibly his jealous regard for his treasure attracted the attention of the two men who soon afterwards accosted him, or again they may have been aware of what the bag contained. At any rate, one addressed the reluctant native with the words, uttered, of course, in Chinese:—"Friend, there is some dirt on your coat; let me wipe it off." The man spoken to became suspicious immediately, and instead of raising himself completely to wipe his dress, thus leaving the bag unguarded, he merely elevated his head and glanced at the place indicated by the man standing by his side. That, however, was quite enough for the second hawk, who seized the bag and took to his heels.

Determined not to lose both the Chinaman caught the other man and held on to him, while he raised loudly shouts of "Steal things! Steal things!" A constable saw the man and heard the man's cries, and he rushed and caught the decamping thief, who, with his accomplice, was conveyed to the lock-up in his cell with later by the magistrate. Such is the trade of the "coffin-breakers," whose systematic methods enable them in the majority of instances to follow it in absolute security.

THE KWANGSI FAMINE.

The following telegram has been received by His Excellency Sir Henry Blake from Wong Chow, Governor of Kwangsi:

"While at Tsun Chow I received a telegram from Consul Fox informing me that in consequence of the famine in the various districts in Wuchow, Tsun Chow and Yung Chow, Your Excellency had despatched Mr. Clementi to proceed thither to make investigation and distribute rice amongst my people without distinction of race or creed. In this Your Excellency shows unbounded kindness, and on behalf of the millions of starving people it is my bounden duty to thank Your Excellency. Mr. Clementi had personally interviewed me at Tsun Chow and shortly afterwards he arrived at Yung Chow.

"With regard to the relief rice which you have already sent, I have despatched a steam launch to tow it up to Tsun Chow, and I have also ordered all the officials along the route to afford all necessary protection and assistance, and have further given instructions to all *lekin* stations to totally exempt the rice from all *lekin* charges. This has already been put on record. But I have read from Hongkong new papers statements asserting that in this Province we were not willing to waive *lekin* charges. These statements are without foundation and are utterly unreasonable. As Your Excellency, moved by your well-known charitable feeling for those in distress, has come forward to save the lives of the famine-stricken people I feel truly and deeply grateful to you. Is it reasonable that I should still tax this rice? I trust Your Excellency will not believe such statements; and besides thanking you in a written despatch, I send this telegram in the first instance to thank you."

FURTHER MESSAGE.

We are asked to insert the following telegrams—one from H.E. the Governor Sir Henry A. Blake, G.C.M.G., to Mr. Fox, British Consul at Wuchow, and the others from Mr. C. Clementi, the Relief Commissioner to His Excellency:—

"Fox, Consul, Wuchow: Please wire to Clementi to return to Hongkong for consultation; settling with you where the gentleman is to go to who is proceeding to assist in distribution.—Blake."

"Nanning, 4th May."

"Governor, Hongkong:—Arrived Nanning; propose to remain here until morning of 7th inst. and on that day return by river to Hongkong unless receive further telegraphic instruction. Famine extends to Pasi and Lungchow but do not suppose that Hongkong Fund will suffice to relieve those districts. Wire at once estimated amount of Fund, how much rice has been sent up West River, what place rice has reached, and cost at which rice is being bought by Fund. Am staying with Linky and Wornip of Alliance Mission. Have seen Taotai, Prefect and Magistrate, who are thankful for prospects of relief. Wire details of Nanning famine to-morrow. The only district where maize is eaten is Kweihon. All other districts should be supplied with rice.—Clementi."

"Nanning, 6th May."

Governor, Hongkong: Have examined details and gentry. Estimate number of persons in need of famine relief in Nanning City at 25,000 and in Tsun Fa district at 25,000. Free distribution of rice grain and sale of cheap rice have been made by gentry since the 1st of April, but estimate that their rice supply will only last another thirteen days. Free distribution of rice grain and sale of cheap rice in Nanning and in eight centres of Tsun Fa dic-

rice mill and of July. Estimate total amount of rice required at 18,200 piculs. It is urgently necessary that relief should be sent immediately as transport from Kwatunang occupies at least twelve days, and unless rice arrives before present supply is exhausted the people will starve. Hinkley and Worsnip consent to take charge in Nanning and surrounding district. Strongly advise co-operation of Hongkong Committee with Committee formed in Canton. Famine in Lungchow, in Taiping, and Kwongchow, in Lungchow and Pail is reported to be terrible. In these places rice sells at 80 cents the catty and many are dying of starvation. The present cost of rice Nanning catty is six bahts per picul. The highest price is due to the officials and gentry of Nanning for excellent organization of local famine relief, but their funds are spent and no more money is obtainable from local sources. —Clementi.

We are asked by Sir C. P. Chater and Mr. J. B. M. Smith, the Hon. Treasurers of the above fund, to announce that subscription lists will be found at the following places:—Hongkong and Shanghai Bank, Ltd., Hongkong Club, Hongkong Hotel, Dispensary, Messrs. Brewer & Co., Messrs. Kelly & Walsh, Messrs. Lape Crawford & Co. and the German Club.

The Hon. Treasurers acknowledge with thanks the following subscriptions:—

H.E. Sir Henry A. Blake, G.C.M.G.	\$200.00
Lady Blake	200.00
Sir John Keane, Bart.	50.00
Anonymous	20.00
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Girls' O.C.M.S. School, Lyndhurst Terrace	7.80
Anonymous	50.00
J. B. M. Smith	250.00
Pau Yan Fong	5.00
Collection from Congregation, Union Church	332.65
Chartered Bank of India, Australia & China	500.00
Hongkong & Shanghai Banking Corporation	1,000.00
Deutsch Asiatische Bank	500.00
Bank of South China	500.00
E. A. Hewitt	50.00
Bradley & Co.	150.00
J. Hastings	25.00
Gilman & Co.	100.00
G. H. Mathurst	150.00
Gibb Livingston & Co.	100.00
John D. Humphreys & Son	150.00
Lape Crawford & Co.	100.00
Harbour & Co.	100.00
W. Lyndhurst	30.00
Murray Stewart	50.00
C.M.S. Missionaries, Pictou and London	110.00
	\$14,211.52

INTERESTING LEGAL CONTEST AT MANILA.

THE CUSTOMS AND THE "LOONGSANG" CASE.

The Manila Times of the 8th inst. says:—

The legal contest over the attempt of Collector of Customs Shuster to impose a fine on the British s.s. *Loongsang* has been renewed and promises to furnish one of the most interesting legal battles ever waged in the local courts.

Collector Shuster has ignored the injunction issued against him by Judge Ambler of the Court of First Instance, and has begun proceedings in the Court of Customs Appeals for the recovery of the fine and the issuance of a writ against Judge Ambler and the defendants in the case.

The defendants have retaliated with contempt proceedings against the Collector, and he has been cited to appear before Judge Sweeney at 8 o'clock, on Monday morning to show cause why he should not be punished for disobeying the mandate of the Court of First Instance.

The issue in the latter proceedings is the jurisdiction of the Court of First Instance over the Collector of Customs. The Collector takes the ground that he is outside of the jurisdiction of the court and on this presumption completely ignored the proceedings held in that court.

It will be remembered that several months ago Collector Shuster imposed a fine of \$200 on the *Loongsang* for the escape of a Chinaman from the vessel. The fine was arbitrarily imposed, it is alleged, on the mere report of certain Customs officials. The master and agents of the vessel refused to pay the fine and asked for an investigation. There was a form of enquiry at the Custom House and it developed the startling information that the Chinaman had escaped through the dishonesty of a Customs guard. It was shown that he had paid 150 pesos to be allowed his freedom. Despite this fact the Collector insisted upon the payment of the fine and, when it appeared that he would use his power and detain the vessel, Captain Weigall, the master, and Smith, Bell & Co., the agents, appealed to the Court of First Instance and secured a temporary restraining order directed against the Collector. Attorney-General Wilfay took the ground that Collector Shuster had exceeded his powers and so advised him, and no appearance was made in the case. After the usual time the temporary order was made final, the case having been defaulted by the Collector.

TWO 20,000-TON FREIGHTERS FOR PACIFIC TRADE.

HONGKONG THE TERMINUS.

There is at present staying in the Hongkong Hotel Mr. J. D. Farrell, President of the Great Northern Steamship Company and Assistant to Mr. James J. Hill, the President of the Great Northern Railway Company. Mr. Farrell's visit to the Orient at this time is connected with the inauguration of the sailings of the two great freighters *Minnesota* and *Dakota* which are intended for the trade between America and the Far East. The *Minnesota* was launched at New London (Conn.) on the 16th of April; the *Dakota* will take the water in about 60 days; and it is expected that the two monsters will start upon the service early in the coming year. Mr. Farrell is engaged in fixing up the arrangements for the service. For this purpose he has already visited Japanese ports and the Philippines; after leaving Hongkong he will proceed to Shanghai to complete his mission so far as this side is concerned.

The Great Northern S.S. Co., it may be mentioned, is owned by the Great Northern Railway with which and the Northern Pacific Railway and the Chicago, Burlington and Quincy line it will be run in connection. Its steamers will trade between Seattle and Tacoma and the principal Japanese and Chinese ports and Manila, and will have Hongkong as their Oriental terminus. With regard to the building of these ships, it is a notable fact that the construction was undertaken by an entirely new company formed for the

purpose—the Eastern Shipbuilding Company; and that the contract was undertaken before the contractors possessed plant equipment or even the necessary ground. A site was finally chosen at New London.

The "big ships," as they are popularly called in America, have many special features which call for remark. Their dimensions are length, 430 feet, breadth 74 feet, moulded depth 37 feet. On a draft of 34 feet the displacement will be 33,000 tons, and on a maximum draft of 38 feet 37,000 tons, or within 876 tons of the displacement of the *Cedric* on the same draft, the *Dakota* being the largest ship afloat. In length and breadth the Great Northern vessels are less than the Celtic and Celtic, which are 700 feet long by 78 feet broad; but the plated or moulded depth will be greater by 6 feet 8 inches, the plating being carried up everywhere to the upper deck, which is flush throughout the entire length of the ship. The greater depth and more bulky model of the new ships account for their nearly rivalling the White Star liners in the matter of displacement. From the outer bottom of the new ships to the navigating bridge there are no less than eleven distinct decks or platforms. Six feet above the outer is the inner bottom forming the floor of the ship; then follow, all within the plated structure, the orlop, lower, tween, main and upper decks. All these are of steel plating and the whole enclosed structure is 57 feet in height. The ships are strengthened against hogging and sagging strains by a continuous central longitudinal bulkhead reaching from stem to stern and from keel to upper deck. There are twelve thwartship bulkheads which together with the longitudinal bulkhead divide the ship into 28 watertight compartments. Each compartment is further divided by the orlop, lower, tween and main decks. Above the upper deck and in the order named are the promenade deck, the upper promenade deck and the boat deck (8½ feet above the keel); while 8 feet above this again is the navigating bridge. At a medium draft of 22 feet the passengers will be able to promenade 65 feet above the water-line.

The decks above the upper deck, which do not extend the full length of the vessel but only a certain distance amidships, are devoted entirely to the first-class passengers, who are thereby not only separated from the noise and inconvenience incidental to the working of the vessel but are removed from the vibration of the propellers and are subject to but little of the pitching motion of the ship. Accommodation is provided for 200 first-class passengers, 100 intermediate, and 1,000 steerage; while there are also quarters for 1,200 troops. In the first class accommodation there are 20 cabins en suite with private baths; and, as regards the others, they are so arranged as to be used either singly or en suite. Besides the large dining room there are private dining rooms, as well as a nursery for the children, a music room, library and writing-room. The heating and cooling of the ship are done by air-tempered currents. Forward of the engines and boilers the main deck is occupied by the crew, and cargo, and the space aft the engine room is devoted to intermediate and steerage passengers. Amidships on the upper deck are the first-class dining saloon, lavatories, first-class state-rooms, galley and officers' rooms. On the promenade deck amidships are the library, a series of first-class state-rooms and the children's room; on the boat deck are first-cabin state-rooms, the smoking room and a barber's shop, shower-baths, cooling-room, and a bath; on the bridge deck, the chart-house and accommodation for the captain and officers.

With the exception of the space occupied by engine, boilers and coal, the space below the main deck is given up entirely to cargo, the series of compartments being devoted to cold storage and the storage of silk from the Orient. The cold storage chamber is capable of containing 550 tons of ship's stores and 1,500 tons of cargo. There are nine cargo-hatches and six cargo-ports on each side. The winches are electrically driven. It is claimed that the new vessels are in their construction considerably stiffer and stronger than any yet built for the American mercantile market. With a horse-power of 11,000 their top speed is expected to be about 14 knots an hour.

THE STATE OF NORTH BORNEO.

PAPER BY MR. HENRY WALKER.

The following paper was read before the Colonial Section of the Society of Arts, London, on March 31st, by Mr. Henry Walker, Commissioner of Lands, British North Borneo:—

The subject of my paper to-night is the British colony officially known as the State of North Borneo, and with the lantern I shall be able to give some illustration of the country and the people we rule.

It is interesting to note that the charter granted to the British North Borneo Company in 1881 was the first charter granted by the English Crown since the formation of the Hudson Bay Company or the East India Company some 300 years ago, and it was the forerunner of the charters granted to the Royal Niger Company, and the South African Companies which have lately been so prominently brought to our notice by the South African War.

I am glad to see here to-day some of the gentlemen who took a prominent share in the acquisition of our territory from the Sultans of Brunei and of Sarawak, and in the formation of the British North Borneo Company. Mr. Martin, the Chairman of the Chartered Company, and Mr. Dent, who had been connected with the Company from its commencement, and Mr. Cowie our managing director, who, when Baron Overbeck was negotiating the concession of the territory, was able, owing to his great influence with the native princes to materially assist that gentleman.

My own connection with North Borneo began a little over twenty years ago. I landed at Kudat in January, 1883, and one of the first men I met was Mr. Cowie, who long before and since has done so much to promote the advance of North Borneo.

I do not propose to weary you with many figures, but I may mention that the trade returns prove a very considerable advance in civilization and in the wealth of our colony since the formation of the chartered company. A paper on Borneo was read in 1884 in this room by Mr. Francis Cobb, who quoted the value of the exports and imports for the east coast of North Borneo during the second half of 1883 as being 192,000 dol. Of late years this value has frequently been cleared in Sandakan and Kudat, not in half a year, but at one day; and last year the trade of North Borneo was estimated at over seven million dollars. Our revenue is also growing. Mr. Cobb in 1884 quoted the revenue at 82,000 dol., last year's estimate was 820,000 dol., and we see reason to expect that the revenue will also be expressed in millions before many years have passed.

Undoubtedly the first step to this end is to supply our present population with profitable employment, and the next is to increase the population by attracting settlers from the adjacent countries, both of which are receiving careful attention.

Our population numbers about 175,000, for the most part Malays. We attempted a census in 1901, but it failed to reach the interior tribes, and is unreliable. Of the Chinese we have more reliable data—they number about 13,000. There are a few hundred Filipinos, and Japanese, and Indians. The number of Europeans is about 250.

The Malays are by no means of one class, or speak one language, but I may say they all have one characteristic, they are an intelligent race, and are capable of rising to a high scale when educated. Some of the coast natives can read and write in Arabic characters, and they easily acquire a knowledge of Roman characters. The Mohammedan priests have a court where the social relations of the natives, marriage, divorce, &c., are guarded. We have established native legal courts, presided over by three headmen, under the eye of the Resident, and we have the satisfaction of knowing that the natives under our rule are becoming a law-abiding people. We have had troubles with the natives, chiefly in the remoter districts, but the residence in the interior of English officers, and the better communication now being established, will prevent any recurrence of a serious nature.

Our native Malays are divided into three distinct classes—Bajous, or seafarers; Dusuns, or farmers; Marats, or hunters of the interior.

The Bajous were well known as pirates in the old sailing-boat days, but the advent of steamers in Malay waters made piracy impossible. Sir Harry Keppel, who was one of our directors for many years, had a famous fight, sixty years ago, with Malay pirates in Marudu Bay, on a river where the New London Borneo Tobacco Company now have some large tobacco estates; and I have frequently talked with Malays who in their young days made a business of piracy. Two of these native headmen became headmen under our rule and have rendered us very able assistance. When I arrived in Borneo in 1883 the Bajous got their living by fishing and collecting sea produce, such as *bêche-de-mer* and tortoise-shell, and they chiefly lived in boats, but they now find more profitable employment, and many of them are building houses and planting coconuts, and at Sandakan they are rendering valuable assistance in collecting mangrove bark for the mangrove extract mills, and in cutting firewood for export to China, where it commands a good price. In fact, the Bajou, under our rule, is settling down into a good workman, and is building up a permanent home, in place of leading the roving, piratical life he was formerly accustomed to. In appearance the Bajou is small, active, dark-coloured, with very bright, gipsy-like eyes, and straight black hair. They are better looking than the Dusuns, or agricultural class, who accuse them, and very justly, of stealing their buffaloes and cattle. The Bajous at the northern end of our territory have a lot of ponies, which they ride fearlessly, spearing the great sambar deer while at full gallop. The ponies used for this purpose are named after the number of kills achieved with their assistance, and a brother officer told me of a hunt of this kind, where one of the ponies engaged already had fifty-two kills to his credit.

The Dusuns are the farmers of North Borneo. They probably number 50,000. The *sergo* forests on the Padas River are owned by the Dusuns, and, farther to the north, the Dusuns cultivate padi, and use ploughs. They also own a large number of cattle and buffaloes. Both the Bajous and the Dusuns must have been much more numerous in the year 762, when Mr. Dalrymple, the East India Company's Agent, made a report on the territory we now know as North Borneo. In those days the exports of pepper from that portion of our west coast, where we have lately made a railway, were so large that, with a view to buying the pepper crop from the Dusuns, the East India Company established a trading station on the island of Balambangan, which lies at the north end of our territory. Mr. Dalrymple then estimated the population round Marudu Bay alone at 150,000, or about ten times what it is to-day, and a Mr. Hunt stated that the population near Kimanis, on the West coast, in 1812, was 35,000, when to-day we can only number 8,000. One reason for this decrease in the population may be found in the constant attacks from the pirates who, in their turn, were partly exterminated by Sir Harry Keppel in 1843. Intertropical wars and epidemics also reduced their numbers. When I first went to Kudat in 1883, I became acquainted with a headman who was the sole living representative of a village that a few months before had contained sixty people; the others had died from small-pox. This will afford some idea of the fearful effect of the disease among the natives. Since 1883 we have had very little small-pox in North Borneo, which I attribute to vaccination and to the medical assistance provided by the chartered company. The cost of our medical staff and stations is about fifty thousand dollars a year, very little of which is recovered from the public; but it is a wise expenditure, and it undoubtedly assists in the development of the country. At all our stations there are dispensaries with qualified Eurasian assistants, and at the four more important stations there are properly qualified doctors. We have quarantine stations at the principal ports. Leprosy is controlled. The Chinese and Malay lepers are collected on an island in Sandakan Bay. I had occasion to visit them in January of last year with the Governor, Mr. Birch, and we found them very comfortably settled.

I referred just now to the pepper crop raised by the Dusuns in 1792, and I may mention that

the pepper gardens were allowed to go out of cultivation owing to the extraordinary exactions of the Sultan of Brunei and his officers. It was the custom of the sultan to require a share of garden produce from all his subjects. The Sultan entrusted the collection to his princes, each of whom visited a special district and collected the sultan's share of the crops, but at the same time the collector took advantage of his position to squeeze the remaining, and sometimes more than the remaining, profits out of the natives, who finally abandoned the cultivation of any product for export, and confined their efforts to raising food for their daily wants.

The action of the sultan and his headmen tended to prevent any systematic labour by the natives. Under our rule the natives are working more systematically, and are making more money. When we took charge of North Borneo, in 1881, the total value of exports in that year was 145,000 dol., and on referring to the list of articles exported I find they consisted almost entirely of jungle and sea products collected by the natives. In 1901, twenty years later, the exports of jungle and sea products had increased by 500,000 dollars, and this increase has been effected in spite of the large number of natives who have abandoned the casual collection of jungle or sea produce, and have taken to steady employment afforded by the new industries which are beginning to flourish under the protection of the chartered company. I may here mention that the total value of our exports in 1901 was twenty-three times the value exported in 1881, the first year of our charter. Not only do the exports prove that the natives, under our rule, are earning more money, the imports also tend to prove the same. Our imports in 1901 were thirteen times the value imported in 1881, when they amounted to about a quarter million dollars. Our list of imported articles does not differentiate very minutely, and I am therefore unable to tell you many details, but I note that the Malay begins to add to the revenue at a very early age. He is brought up on the imported bottle, which is filled with imported Swiss milk. Those of you who see our newspaper, the *North Borneo Herald*, may have noticed that the most prominent advertisement is the Milkmaid brand of Swiss milk. Before the youngster has begun to walk he has acquired a desire to smoke his mother's cigarette, filled with Wills' best Bristol bird-eye. Later on he dissipates his earnings in Rimmel's most exquisite soaps, and this luxury is indulged in by both sexes.

But that is not quite the limit of their desires. On one occasion I visited Brunei, the ancient capital of Borneo, which is absolutely a Malay town, and I noticed in the chief Malay shop, the following articles:—Austrian bentwood chairs, large mirrors, enamelled luncheon sets, kerosene stoves, English tinned meats and biscuits, and a very superior lot of glass, crockery, and soft goods. Our shops in the towns of North Borneo contain similar goods. Of course, all these good things have to be paid for. From a Malay point of view, the easiest way to obtain money is to make a contract to do work on condition of a sum of money paid down—called the advance system. It is a bad system, which has to be reckoned with when employing Malays, and also, generally, when employing Chinese. Large numbers of Malays are employed by the timber companies, by the mangrove extract works, and by the tobacco companies, and a great deal of the wages earned in North Borneo is paid to the Malays, who, as I have explained, spend their money with quite a gentlemanly freedom; but, I am glad to record, a few have expended some of their money in making coconut plantations, and were invited to do so by the offer of land on easy terms.

I am glad to mention the comforts and luxuries indulged in by the Malays, because it affords some idea of the contribution made by the natives to the revenue. I have made the calculation, and it works out at ten per cent. of their earnings—that is, I think, the minimum contribution made by the natives to the revenue, which tends to show that the more employment we find for the native, and the more profitable we render that employment, the more will our revenue improve. I may mention that our Governor intends to re-introduce pepper and gambier planting again into North Borneo, and to that

and in distributing plants among the natives and the Chinese gardeners.

Religion.—With regard to religion, the natives of Borneo may generally be described as Mohammedans, but of no severe practice. A very curious religious ceremony called Maling-coe, has, I am told, occurred in Borneo from time to time—not near the coast, but among the less enlightened natives of the interior. It was repeated in the year 1891, when a native of the Sipit country, in the interior of North Borneo, had a dream during a severe illness, that provided certain ceremonies were observed, angels would descend and bestow wings upon their worshippers, with which they could fly to heaven.

The first prophet was a man named Tahang; others soon appeared, and the phrensy rapidly spread. The ceremonies appear to have chiefly consisted of feasting and making presents to the prophets, who did not scruple to threaten the villages with thunderbolts from heaven, which would kill the people, and hurricanes, which would destroy their houses, if Maling-coe were not observed. During Maling-coe, all fowls, cattle, pigs, and even dogs, were to be sacrificed and eaten or destroyed; the padi crops were cut and the grain turned into intoxicating liquor, and as long as the food and drink lasted the natives gave themselves up to the phrensy—expecting their wings to grow when they would fly to the sky and live on the padi there. With regard to the sky padi, the prophets asserted that it took only ten days to grow, and if cut to-day it would yield again to-morrow. The people were so eager to become angels that one man, probably under the influence of liquor, climbed a coconut tree and threw himself down, expecting the promised wings would transport him to the sky, but he only broke a leg. Another man gave his wife to one of the prophets on the promise that his wings would grow in seven days. One of the consequences of observing the ceremonies enjoined by the prophets was that the human body would be invulnerable, and after a feast a native, to prove his invulnerability, cut his own leg so badly as to sever a sinew and was lamed for life. I am glad to record the fact that one of the prophets came within the grasp of a West coast magistrate who gave him two years. That was in 1891-92. In the latter year I went through the country where the prophets had been at work. The natives had at the time of my visit resumed their ordinary vocations and treated the Maling-coe as rather in the light of a joke. The special object of my visit in 1892 was to report on the best route for a road to the interior, the making of which would introduce the benefits of civilisation, and would prevent the repetition of such scenes as I have just described. In 1895 I made a footpath 33 miles long through the Penotal gorge, to the back of the coast range. The natives assisted me and I paid them in cloth, a fathom of red or black cloth to each man, woman or child, at the end of each day's work. When they had stored up more cloth than they could use they requested money, and I paid their wages in bronze cents, one hundred to the dollar, and later they took their pay monthly in dollar notes, with which they bought goods at the shops established by traders who gladly took advantage of the new road to push their trade into the interior. When I first went to the interior the price of rattan was one dollar a picul, paid for in goods, and the trader after transporting the rattan to Labuan received 7 dols. An enormous difference, but the cost of the transport of the rattan was so great that the trader only obtained a fair profit. The trader paid no money—money was unknown in the interior up to 1895, trade was carried on by barter. To-day well supplied shops are well supported by the natives at Fort Birch and also at Keningau.

Anyone who has seen the estimates of revenue of North Borneo would gather that the largest revenue is derived from the east coast, where we have bestowed the greatest care and attention, and the smallest revenue is derived from the west coast, where it may be frankly stated we bestowed very little attention until lately. The census taken in 1901 enumerates a population of 52,000 on the east coast, including Kudat, who, according to the revenue receipts, pay 12 dols. per head and on the west coast and interior the enumerated population was

52,000, paying three dollars per head. Undoubtedly the largest unenumerated population is on the west coast and in the interior.

It would therefore seem that the best way to increase our revenue is by supplying profitable employment for the native population of the west coast and of the interior, and by introducing more Chinese, and by improving the means of transport from the interior. These points have been occupying the attention of the Chartered Company since 1895, and a railway has been made, and is being continued to the interior, in all, a distance of 110 miles, and lately, the Governor has asked for 16 miles of rail to enable him to make two small branch lines. Railways without roads would be imperfect, and during the past year several bridle paths have been made in connection with the railway, and others have been traced, which will enable us to come into touch with the natives in the interior. English people have no conception what it means to be without roads. To you the roads from your houses appear as essential to your life as the air you breathe, and you can hardly conceive existence in a country unprovided with roads. I have lately been much interested in reading a trip made by our Governor last July, with four of his officers, into the interior. The party were able to ride in some places, and in others the walking was so easy over the new paths that I note they travelled from Keningau to Fort Birch (25 miles) in one day, and from Fort Birch to Beaufort (35 miles) in one day. I happened, in 1892, to travel over the same ground with two of the officers, and we took eight days. When the path from Keningau to Fort Birch is finished, and the railway to Fort Birch is completed, which Mr. West, the company's railway engineer, estimates will take another twelve months, the traveller will be able to ride from Keningau to Fort Birch, and rail it through Beaufort to Jesselton in one day. It is difficult to explain what a difference this comparatively rapid communication will make in our relations with the natives or in the transport of produce and merchandise, and also in the revenue, but it will undoubtedly very greatly benefit them all. The natives already find they can get a higher price for jungle produce.

The railway from Jesselton to the interior passes through valuable timber forests. The cutting down and transport of the timber will afford a congenial employment to the Malays. The natives of the far interior will be able to get the heavier jungle produce transported to the coast by the railway, which will also transport the sago owned by the natives, and the tapioca lately planted by Chinese along the line. Incited thereto by the making of the railway, a tobacco estate is now being opened near Fort Birch, in the interior. And should the estate prove a success, there is a large area of flat land available for tobacco planting. All these employments require Chinese and Malay labour, and instead of being the neglected side of the country the west coast promises to be in a very prosperous condition before long.

Telegraph.—Another matter that has received attention is telegraphic communication. We have about 500 miles of telegraph line erected by the chartered company, extending from Labuan across the territory to Sandakan, and to Darrel Bay; and along the west coast to Jesselton and Kudat, and from all these points we can communicate with London and the world through the English cable at Labuan.

This means great progress. Up to the last few years, our timber merchants were sorely handicapped by the want of telegraphic communication. They could not timber, but they could not readily arrange a sale, or engage vessels to carry the timber when sold. To-day, the telegraph line is largely used by our timber merchants, who are in daily communication with China and with Manila and Singapore, and we hope soon to hear of shipments of timber to other places. One branch of our timber trade is shipbuilding. Manila has been a good market for barges and steam launches built by European firms at Sandakan, and the Chinese have established at Sandakan and at Kudat a boat-building trade which is on the increase.

I need hardly dilate on the advantage it is to the planting and trading companies in North Borneo, to be able to use the telegraph line, but I should like to say a few words on the benefits

conferred on Labuan, and the coal trade of Labuan and Borneo, by the English cable laid to Labuan.

Labuan is a Crown colony administered by the chartered company. It possesses a good harbour and a valuable coalfield. Neither of these has, however, been of much avail until the establishment of a telegraph station on Labuan by the Eastern Extension Telegraph Company.

The administration of Labuan was entrusted by the English Crown to the chartered company, in 1890. The revenue in that year was 20,000 dols., last year it was 60,000 dols. This increase is entirely due to the increase in trade brought about by the policy of the chartered company in offering a suitable site and building to the Telegraph Company provided they would lay a cable via Labuan, between Singapore and Hongkong.

The cable was laid in 1894, and North Borneo immediately became a place of great strategic importance, and has since been periodically visited by English men-of-war. The telegraphic communication thus established with the world has enabled the coal companies of Labuan and Borneo to arrange to supply bunker coal to passing steamers, and I see by our local paper, the *North Borneo Herald*, that in October, last year, eleven large steamers—bound to New York, to Natal, to Madagascar in the west, to Calcutta in the north, and to Saigon and Hongkong in the east—called at Labuan for bunker coal. Homeward-bound steamers also call for coal at Labuan, notably the Glen line, and I understand that other lines are willing to turn Labuan coal provided they are guaranteed a sufficient quantity. The output at present is about 50,000 tons a year, but it can be increased.

The supply of world-bound shipping thus brought to our very door by reason of the Labuan and Borneo coal may we hope shortly be increased by the opening of other coalfields on the mainland, and also by the increasing export of North Borneo products.

The products we export on a large scale are timber, tobacco, and sago. Our sago has suffered in value owing to the want locally of a good supply of fresh water for washing purposes. The present railway, together with two short branch lines 16 miles in length, for which the Governor lately obtained the approval of the Court, will enable the raw sago to be brought up from the low-lying sago plantations and cleaned in one of the mountain streams near the main line. The sago mills have already been erected at Beaufort by influential Chinese, introduced from Singapore by our Governor, Mr. Birch. The merchants have also put up tapioca mills and have arranged to plant 500 acres of tapioca a year until 5,000 acres have been planted. They are also planting coconuts on the same land to be a permanent crop after the tapioca has been dug up.

To sum up the question of transport, I may remark we are still handicapped by the want of a regular line of steamers to Europe, which has caused our foreign transport to be very costly, and in some cases has prohibited exports, but we now see reason for expecting that we shall shortly have homeward-bound steamers calling at our new port Jesselton, in Gaya Bay, to carry away sago, tapioca, tobacco, timber, and probably coal besides the usual jungle produce, such as rattans, gutta and rubber, and for this, when brought about, our thanks will be due to the policy of progress initiated by and pushed by Mr. Cowie, the managing director of the chartered company. Personally, as Commissioner of Lands, I have always advocated progress. From the first I have been a strong supporter of the railway policy, and I made a favourable report on the feasibility of constructing a railway up the difficult Padas valley to the interior. That my report was reliable is confirmed by the fact that the railway is now within 12 miles of the proposed terminus, Fort Birch. When it reaches that point a great portion of the interior will be accessible, as will also the untouched timber forests below Fort Birch. To date over 100 miles of railway have been constructed, and as I said at the North Borneo dinner, we have embarked on a policy which will not stop until the whole of Borneo is reached.

The timber trade of North Borneo has undoubtedly been very beneficial to the advancement of the country. We have therefore

forests, which led to a trade with China, and two steamers of about 1,500 tons have been making monthly trips to Hongkong since 1896, taking full cargoes of timber, and a third steamer has lately been engaged in this trade. We have also supplied the Manila Railway with several cargoes of sleepers. At Sandakan there are two large saw-mills, which supply sawn timber to the neighbouring Dutch islands, and I am glad to say that our American neighbours in the Philippines are also good customers. At Kudat, also, there are very extensive saw-mills, which are turning out excellent planks and railway sleepers.

The steamers engaged in the timber trade with China bring Chinese, Japanese, and Filipinos, who desire to work or to settle in our territory. In December, 300 Chinese arrived in North Borneo, and 450 more came in January. The Governor has advised the Court that, in 1903, there will be a stream of Chinese immigration, which will, undoubtedly, increase as the years roll on.

You are probably aware that the Chinaman is taxed in Canada, and he is excluded from Australia and the United States. The only countries where he is freely admitted are Mexico, Malay Peninsula, and the islands in the Malay archipelago. Chinese labour has lately been so much referred to that I should like to mention that it is not easy to induce Chinese to leave China. The Mandarin object to the taxpayer leaving China, the Christian missionary in China objects to losing his converts, and the Chinaman does not wish to leave China. The only practical inducement is cheap land, and the knowledge that he can work on his own account—both of which we are able to offer. I may mention that an able-bodied Chinaman contributes, indirectly, fully over 20 dols. annually to the revenue, so that any reasonable expense incurred in bringing Chinese to North Borneo is a decidedly profitable investment. The cost of introducing Indian coolies is about 60 dols., and we find we can introduce Chinese settlers and coolies with less difficulty and less cost.

The prosperity of Kudat I attribute to the introduction of Chinese settlers in 1883, and to the low price charged, in the first instance, for land.

The planting of coffee and cocoanuts near Kudat was largely due to the Chinese hand sawyers. Attracted at first by the fine timber near Kudat, they made vegetable gardens round their huts, and the richness of the soil led to their planting coffee and cocoanuts. The cultivation of coffee has received a severe check by the low prices ruling for some years, but cocoanuts are sufficiently remunerative, and the Chinese have lately begun to make coconut oil both at Kudat and at Sandakan. Coconut cultivation is rapidly increasing in North Borneo, and is taken up by natives, Chinese, and Europeans. At Tawau, the coconut palms already extend three miles along the sea front, and promise to be exceedingly remunerative.

At Sandakan, a company is engaged in the extraction of a dye from the bark of the mangrove, which also yields tannin. This promises to be a very large business in North Borneo. We have about 1,000 miles of sea frontage, and assuming that only 500 miles is edged with mangrove, there is room for twenty-five mills, allowing twenty miles of mangrove to each mill, which is sufficient to ensure a perennial supply of mangrove bark. I am told that the tanners in England could use 100,000 tons of mangrove extract annually, provided quantity and even quality are guaranteed.

Tobacco.—The annual exports of estate tobacco which is almost entirely used for covering cigars is about 20,000 bales, valued at £10 to £40 a bale. The tobacco industry in North Borneo has been a prosperous one for some years, and we hope to see it greatly extended. The best result for the 1901 crops was obtained by the New Darvel Bay Tobacco Company. On an expenditure of about £36,000 they received in Amsterdam £72,000, or about double what the crop cost them to grow.

Minerals.—Gold and coal have long been known to exist in North Borneo. At no time the alluvial goldfield round Darvel Bay and on the Segama River seemed likely to be an attractive one, and in 1888 nearly 100 Chinese were waiting for gold on what is now the Darvel Bay Company's Tobacco State; but in

those days we had no regular steamer to Darvel Bay, the miners had to pay heavy prices for provisions, and what I believe may yet be a profitable goldfield ceased to be worked. In Sarawak and in Dutch Borneo, the alluvial gold is worked by Chinese settlers. These people make a living by agriculture, and they have all the comforts afforded by the presence of their wives and families. I believe that, had our Chinese gold workers had similar facilities as those in South Borneo, we should, to-day, have had a large gold-working population in Darvel Bay.

Coal is being prospected for by a syndicate and their engineer, Mr. Phillips, has lately located, and traced for a mile, a three-foot seam in the vicinity of Cowie Harbour, on the east coast, and it is confidently anticipated that this seam will shortly be worked. Coal also exists at Nalayan, near the railway. In 1902, a very important mineral concession was granted to an influential syndicate on the understanding that a large sum of money is to be spent annually on prospecting. This syndicate has lately sent out a number of experienced prospectors to explore our territory, and offered a reward for finding minerals. A lot of manganese, yielding 56 per cent. of the pure ore, was lately found by Mr. John Carnarvon on the Borneo Coffee Company's estate in Marudu Bay. This valuable find together with the fact that both coal and iron ore are known to exist in Borneo in large quantities, points to the possibility of North Borneo becoming a steel-producing country. Copper and antimony are both believed to exist in North Borneo. Platinum is found in small quantities in conjunction with the alluvial gold in the Segama River. Mineral oil cozes out in various places, notably in the Segati River, at the extreme north of the territory, and on the Klias peninsular. From this you may gather there are great possibilities for the prospector in North Borneo.

Religion and Education.—With regard to religion and education, the Roman Catholics were the first to send a priest to North Borneo. In 1881, the year of our charter, the present Pope, Leo XIII, requested the Rev. Father Jackson to report what could be done to introduce religion and civilisation among the natives of Borneo, and missions have since been established on three rivers on the west coast under priests, who impart knowledge to the natives in their own language. At Sandakan, on the east coast, large schools for boys and girls have been established under the charge of two priests and four nuns, where education is imparted in English.

The Society for the Propagation of the Gospel sent the Rev. W. H. Elton to North Borneo in 1888, who has established schools and churches in Sandakan, Kudat, and Labuan. At Kudat, the Rev. Mr. Richards holds a service in Chinese for the benefit of about 700 Chinese, who, before emigrating to Borneo, were converted to Christianity by the Geneva Mission of Hongkong.

Sandakan is the capital of British North Borneo. When Mr. Pryer, the first resident, went to Sandakan Bay in 1878, the town consisted of seventeen shops and some native huts, and was situated in an obscure corner fifteen miles up the Bay. A few months later it was burnt down, and Mr. Pryer selected the present site, near the entrance of the Bay. It is somewhat difficult to realise the change that has taken place. In 1882 there was a small land boom at Sandakan and on the east coast, which continued into 1883. Chinese were coming in hundreds every month. Shops sprang up rapidly, and, when I arrived on the scene in 1883, I found an extraordinary collection of houses, and a very busy town.

In 1885, a fire was caused by a Chinaman roasting a pig, and the whole of the Chinese quarter was destroyed. The town was rapidly rebuilt on an approved plan. The houses you see are chiefly of wood with iron roofs, and many of them built over the water; but reclamation is going on; the ground is being raised, and brick houses are being built.

In 1888 we had a bigger land boom, brought about by tobacco planters. The land office sold over half a million acres, and the cash received by the land office in three years—1888, 1889, and 1900—amounted to £117,000 sterling, or say, £39,000 a year. I am glad to mention these two land booms, because it affords an idea of what is possible in the future.

I say it is difficult to realise the change that has taken place at Sandakan since Mr. Pryer selected this site for the town. The first Governor, Mr. W. H. Treacher, told me that he visited Sandakan Bay, in 1872, in H.M.S. *Modeste*, and as they returned down the Bay, the commander fired two shells at a white cliff in the jungle. In 1885, when we levelled the top of the cliff, on which the Government offices are built, we found a seven-inch shell. That will give you some idea of the change effected since 1881. We have replaced the jungle by a town. The revenue of Sandakan, in 1881, was £0,000 dols. and last year's estimate was 367,000 dols., or eighteen times increase.

The site for the town of Kudat was selected on account of its excellent harbour. Like Sandakan it was uninhabited, and the land was covered with jungle. The timber was valuable, and shortly after my arrival at Kudat in 1883, where I took charge of the public works department, I obtained permission from the Governor, Mr. Treacher, to spend a hundred pounds on an experimental shipment of timber to Hongkong, which, I am glad to say, helped to pave the way to our present timber trade. It will interest you to hear that one tree measured before it was cut into convenient lengths about one hundred and eighty feet from the ground to the topmost branch.

The population of Kudat (about 1,500 souls) is included by the last census in Marudu Bay, where the population is 16,316. The revenue of the Kudat district in 1881 was 14,000 dols., and last year's estimate was 154,000 dols.

There are five large tobacco estates near Kudat besides coffee and coconut plantations.

Kudat was cut out of the jungle by Mr. Alfred Everett. While so employed, it was arranged that a steamer should call periodically with food supplies. Some hitch occurred, and on one occasion Mr. Everett and all his coolies were without food, and were actually leaving the new township, when they saw a steamer approaching. I have known Sandakan in former days almost at famine prices, and, looking back, I think a great deal of credit is due to the administration in North Borneo that so many stations should have been opened with so few exciting incidents on our records.

The importance attached to Jesselton by the Court of Directors may be gathered from the suggestion, already made, to remove the administration from Sandakan to Jesselton. I first landed at Jesselton in the beginning of the year 1900 to lay out the new town. At that time there was only one native hut on the plain, which was then used as a grazing ground. A great change has since been made. This is entirely due to the railway, which now runs from the wharf at Jesselton through a fairly populous district for 57 miles, to Beaufort, thence to Rayoh 21 miles, and is being continued to Fort Birch, in the interior, another 12 miles, or say 90 miles without a break, to which must be added the connecting line, 20 miles, from Beaufort to Port Weston, in Brunei Bay, which has been working for two years.

The harbour of Gaya, in which Jesselton is situated, has long been looked up on as an important one by His Majesty's Government. It has been recommended by those best qualified to give an opinion as a naval station and as a base to command the China seas, and it would be a convenient port of refuge in war time for English shipping.

The railway is now an additional reason, as it could bring down large supplies of cattle and food from the fertile districts of the Padas and from the villages along the railway.

The revenue of Jesselton is rapidly increasing. This is to be expected from the opening up of the country by the railway, which is giving a great impetus to trade and agriculture. Hitherto the shopkeepers in the villages along the line of railway obtained their supplies from Labuan by small trading vessels. They now find they can get supplies direct from Singapore to the railway terminus at Jesselton without the expensive transshipment at Labuan, or the dangerous transport in small craft from Labuan, which was formerly necessary. To the Administration, this concentration of trade at one port, which is entirely due to the railway, is of the very greatest importance, as it facilitates the collection of Customs and prevents smuggling.

At the back of Jesselton, and within say three

miles, the coast range of hills begin to rise, culminating in the great mountain Kinabalu, 13,700 feet high. Apart from their picturesque grandeur, these mountains afford great possibilities for tea planting and for other products. Some of the natives who live on the slopes of Kinabalu raise a very good tobacco, which is exported to Brunei to the value of some 6,000 dols. yearly. The present export is very small, but cultivation of any kind has always been carried on by the natives of the interior under very adverse circumstances. This tobacco is cultivated at a distance of two days' journey from the coast, and it has to be carried by the natives, on their backs, through the jungle. These interior natives also raise a very good rice, but they have had no incentive to grow more than they could eat, owing to the want of roads and means of transport. This is now receiving attention, and we may shortly see a great increase in the export of native-grown produce.

There is an estate on the Sekong River in Sandakan Bay, planted by the North Borneo Trading Company in 1898. In May, 1901, the age of the oldest trees was a little over two and a-half years. The girth of the older trees, three feet above the ground, averages about seven and a half inches, and the height, 20 to 25 feet. I did not see a single sickly tree. These trees were grown from imported plants, and they then numbered 30,000 trees.

The indigenous rubber and guttas of North Borneo are of importance. On the Telicosan River, a tributary of the Padas, in the far interior, the natives cultivate a rubber-yielding creeper called *Menugun*. I am told it grows to a very large size, and yields a considerable quantity of rubber annually. The red gutta growing in the forests round Sandakan Bay is well-known as *Dichopsis* or *Pallaquium longifolium*. It is valued at over five shillings a pound. A company has lately been formed to plant this and other guttas, also rubber, in North Borneo.

I have now concluded my paper on British North Borneo. I have tried to give you an idea of the country as it now is under the rule of the chartered company. We have done good by our administration. How much has been done in the last 22 years is difficult to explain, but 60 years ago a forecast was made by Captain the Hon. H. Keppel, whom you all know as Admiral of the Fleet, in his report on his expedition to Borneo in H.M.S. *Dido*, sixty years ago, which I will read, as it helps me to explain what the chartered company is striving to achieve.

"Should so fortunate an occurrence ever fall to the lot of Borneo—should a strong and a wise Government ever be established on her shores; a Government that will religiously respect property, and secure to industry the fruits of her labour; that will, by a wise system of laws, protect the peaceable and punish the violator of the laws of a well-organised society; that will direct the industry of the people to useful purposes, and check their propensities to violence and plunder—such a Government, in a short series of years, would behold, as if by magic, a paradise burst from her wilds, see cultivation smile upon her jungles, and hail a vast and increasing population, blessing the hand that awoke them to life, to happiness, and to prosperity."

General Chaffee told an American Methodist audience in New York that forty or fifty missionaries cannot do much good in a great country like China. We can hardly suppose that General Chaffee is under the impression that there is only this small number of missionaries in China. Our Directory gives the names of nearly 4,000 Protestant missionaries alone. General Chaffee while praising the work of the missionaries told his audience that he met many of the most prominent Chinamen while at Peking and he was obliged to say that he did not meet a single intelligent Chinaman who expressed a desire to embrace the Christian religion. The entire religious press of the United States, a New York despatch says, is condemning the General for his utterances, but the latter takes all of this abuse philosophically and good-naturedly. General Chaffee has shown no inclination to qualify his remarks.

BRITISH TRADE WITH CHINA.

Mr. W. Holland, late H.M.'s Consul at Swatow, has addressed a letter to the Manchester papers, advocating what he recently proposed to a meeting of the London Chamber of Commerce. He points out that we are losing our percentage of trade.

"The competition we have to reckon with being active and formidable, the question arises: What can be done to revive our commercial energies and bring British goods once more to the front? I am convinced that the answer to this query is: Lighten the mutual darkness that exists. The British merchant and manufacturer know next to nothing of what the Chinese want, and millions of Chinese know nothing of what the British manufacturer can produce. The day is long past when the manufacturer, on being told, for instance, that the Chinese want cotton piece-goods of a narrow width, could afford to reply with supercilious haughtiness, 'We do not make such goods; let them take what we send or go without.' Our rivals take the trouble to find out just what the Chinese want and to make an article accordingly."

With reference to "lightening the mutual darkness" Mr. Holland suggests starting small exhibitions of British goods of all sorts in certain of the busy marts of China.

"A scheme of this kind need not interfere with vested interests in any way. When the enormous size of China is considered it will be evident that there is room for any amount of additions to our commercial experiments in the country. I have recommended one exhibition to be opened in Western China. By this I mean some busy town in the rich and populous province of Szechuen, which does not produce its own cotton, but grows opium, which is a very valuable commodity, and the profit on which enables the well-to-do Szechuenese to buy all kinds of foreign goods which they have a chance of selling and admiring. But chief among such goods stands cotton in every shape, the Chinese being essentially a cotton-wearing nation. In the North of China, where the cold of winter is intense, the natives have taken to flannels and other woollen clothing. But in the West, where the winter is nothing to speak of, the native, if he feels cold, simply piles on more cotton garments or quilted clothes. Consequently, whether in the shape of raw cotton, cotton yarn, or cotton piece-goods, cotton of some kind flows into Western China in a steadily increasing volume, and chiefly interested in this trade are of course Manchester and other towns similarly engaged in the piece-goods business. The Szechuenese, being, as I have said, well-to-do, would also buy sundries of all kinds, which it would be the business of the exhibition to bring to their notice.

If it be argued that there is no money to spare for such a scheme, I reply that it ought to be obtained before we find ourselves left hopelessly in the background by our rivals. If the Chambers of Commerce cannot afford it—which surely is not possible—then the Government should assist them by a grant. The country spends a large sum of money annually on the upkeep of the consular service and the men-o'-war required to guard the interests of our traders, but what is the use of this expenditure if our trade—the *sine qua non* of our existence as a nation—is gradually going to fall away, as it is too surely doing? In the five years up to 1901 we lost 6 per cent. of our trade in China, and, bearing in mind the pushful activity of the Americans and the officially supported energy of the Germans and Japanese, it needs no special stretch of imagination to realise that unless some exceptional measures are taken to revive our failing commercial energies the time is not so very far off when our consular service and men-o'-war will have very few interests to guard. Those who have our trade interests honestly at heart know that my picture, gloomy as it is, is not overdrawn, and that our existence as the foremost trading nation of the world was never in such danger as it is just now."

Baron Mumm von Schwartzstein, the German Minister at Peking, who has been home on leave, was to leave Berlin for Peking on the 25th ult.

GERMAN FIRMS IN CHINA.

The U. S. Consul-General at Coburg sends the following particulars to his Government taken from a statement issued by the German Department of the Interior. We take it from the *Journal of the American Asiatic Association*:—

During the last four years, the German commerce and capital engaged in China have increased to quite an extraordinary extent. This is particularly noticeable in Shanghai, the emporium of Eastern Asiatic commerce. The number of German firms there has risen from forty-three to sixty-eight. The one German bank in China (German-Asiatic Bank) has raised its paid-up capital (Aktienkapital) from Tls. 3,750,000 (\$1,248,750) to its charter limit of Tls. 5,000,000 (\$2,685,000). In consequence of the rising of the Boxers, the importation of arms into China has been prohibited, so that this remunerative branch of trade, which was to a great extent in the hands of German houses, has ceased almost entirely; otherwise, German capital and business enterprise are still interested in the same lines as in 1898.

With regard to the trade in Peking (which is not open to foreign commerce) there are two German concerns which do a retail trade, their principal lines being articles for daily use and provisions for the foreigners in that city. A German is also interested in a private telephone line between Peking and Tientsin. A German post office exists at Peking, and an agency of the German-Asiatic Bank will be opened there in the near future.

The following shows the number and importance of German firms in the various treaty ports, German shipping, etc.

"Amoy has a German post office. There are two firms, with a capital of about 307,000 marks (\$71,400), engaged in industrial enterprises.

"Canton has a German post office. There are twelve firms which do 50 per cent.—i.e., about 40,000,000 marks (\$9,520,000)—of the total import trade of that port, and 75 per cent.—i.e., about 60,000,000 to 70,000,000 marks (\$14,280,000 to \$16,660,000)—of the export traffic. Thirty German coasters and six German river boats make their headquarters at this city; in the city and its neighbourhood four different German missionary societies have erected main and subordinate stations, with a total force of forty-one missionaries.

"There is in Foochow one German firm with ample capital, the greater portion of which is invested in the tea trade. German capital is also interested in a factory where duck feathers are cleaned, and in a barge company. The German marine service along the coast is irregular; in 1901, two German coasters and nine imperial mail steamers called at this port.

"Hankow has a German post office and telephone system. There are nine German firms and an agency of the German-Asiatic Bank. The capital engaged in business amounts to about 6,500,000 marks (\$1,547,000). The German share of the export trade amounts to about 12,000,000 marks (\$2,856,000), and of the import trade to about 3,000,000 to 4,000,000 marks (\$714,000 to \$952,000). Four million marks (\$952,000) are invested in the coal mines of Pingtsiang and 100,000 marks (\$23,800) in albumen manufactories. Five German steamers ply between Hankow and Shanghai, one steamer between Hankow and Ichang, and one between Hankow and Swatow.

"Shanghai has a German post office. There are sixty-eight German firms besides the German-Asiatic Bank, the yearly turnover amounting to 120,000,000 marks (\$28,560,000), which is about 22 per cent. of the total trade of this port. Two German limited companies, controlling a capital of about 2,000,000 marks (\$476,000) are engaged in silk and cotton weaving. German capital participates in four cotton spinning mills, with a total investment of 9,900,000 marks (2,356,200); also in six silk thread manufactories; in three dockyards; in a flour mill with a total capital of 6,900,000 marks (\$1,642,200); and in gas works with a paid-up capital of 900,000 marks (\$214,200), one-fifth of which belongs to Germans.

"German money is also invested in the Hongkong and Shanghai Banking Corporation, the Shanghai Land Investment Company, the Shanghai Tugboat Company, the Shanghai

Cargo Boat Company and the Hongkew Wharf Company to a total of about 8,142,000 marks (\$1,937,796). Twenty-five German steamers do a large carrying trade along the coast. Nine imperial mail steamers, seven steamers of the North German Lloyd, seventeen boats of Hamburg-American line and six other German steamers called in 1901 at this important port. Fourteen missionaries are active in Chékiang and Kwangai.

Swatow has two German firms with considerable means, about \$24,000 of which are invested in a factory producing Sumatra oil. Two German steamers ply between Hongkong, Swatow and Dai, and one between Swatow and Hankow. Eighteen steamers of the North German Lloyd's Orient Line on their journey to Bangkok and Singapore, and 152 other German steamers called at this port in 1901. There are sixteen missionaries.

Tientsin has a German post office. There are twenty-nine German firms and the German Asiatic Bank. The total capital invested in business enterprise amounts to about 19,900,000 marks (\$4,522,000). Germany's share of the total import business is 60 per cent. and of the export 45 per cent. The German capital invested in the Kaiping mines amounts to about 810,000 marks (\$192,780). Four German steamers, three of which belong to Ibsen, of Apenrade, and one to the Hamburg-American Line, maintain a regular coasting service between Shanghai, Taingtao, Chefoo, and Tientsin. In all, 123 steamers sailing under the German flag have called at this port. Forty-six missionaries are stationed here.

Chefoo has a German post office and telephonservice. Four German firms, with a capital of about 1,500,000 marks (\$357,000), do a yearly business of 4,500,000 marks (\$1,071,000). A regular service of mail steamers between Shanghai, Taingtao, Chefoo, and Tientsin is carried on by means of four German boats. In 1901, 238 German steamers called at this port.

CHINESE TREATY REVISION.

THE AMERICAN PROPOSALS.

The Times correspondent at Shanghai sent to the London journal last month the following observations on the above subject:—

The American revised treaty of 16 articles now under negotiation omits the original clauses with reference to the indemnity and the Customs service mentioned in my message of September 17. The treaty generally follows the lines of that negotiated by Sir James Mackay, but important modifications are noticeable with reference to the treatment of the question of the abolition of *tekin*. The United States Government stipulates for the entire abolition of *tekin* and of all native Customs houses on waterways and land routes, and also of salt and opium stations; the abolition to be compensated for by the imposition of a surtax equivalent to the amount of the import duty. The treaty limits the total taxation of exports to 7½ per cent.; it does not touch the questions of Excise and consumption tax, which are regarded as matters within the discretion of the Chinese Government, and it exempts native machine-made goods from all export duties. The article practically represents the policy originally advocated by Sir J. Mackay, and afterwards, unfortunately, modified; it is unlikely that the Chinese will accept the proposed 5 per cent. surtax inasmuch as the British treaty offers more for the partial abolition of the barrier system.

Article 12 requires China to open to foreign trade Peking, Mukden, and Ha-ku-shan. The last-named port, which is near the mouth of the Ya-la River, comes within the scope of Article 5 of the supplementary Port Arthur Convention of May, 1898, in which it is stated that coast ports and neutral ground adjacent to the leased territory shall not be opened to the trade of other Powers. The Chinese are anxious to learn whether the United States Government is unaware of the terms of the convention, or whether it is prepared to dispute the validity of an agreement which denies the most-favoured-nation treatment and rights within Chinese territory.

THE "VALETTA" IN COLLISION.

A passenger by the above steamer thus describes an accident which occurred to the vessel at Singapore:—

At 10 a.m. on Sunday, the 3rd inst. while the P. & O. mail steamer *Valetta*, Capt. Palmers, with the outward English mail, was leaving the P. & O. wharf at Singapore for Hongkong, she collided with the German steamer *Tanglin* and the B.I. steamer *Zamania*, both lying at the Tangjong Pagar wharf. At the time of the collision the *Valetta* was in charge of the Company's pilot. The ship got away from her moorings with a strong current running, and proceeded through the narrow channel for about 300 yards. In trying to give a wide berth to a buoy marking a shallow bank, she refused to come round in the bend of the channel, owing to the strength of the current, with the result that she crashed with great force into the port quarter of the *Tanglin*, glided off, and carried away the boom and anchor of the *Zamania*. The German steamer was found to be seriously damaged, but fortunately the damage done to both vessels was above the water line.

The damage to the *Valetta* was more serious, as in her career she glided alongside the other two vessels, carrying away on her port side from stem to stern, rails, bulwarks, rigging, bridge, and five life-boats; also the top foremast crashed on deck and several of the terrified passengers had a narrow escape. When a collision appeared evident the *Valetta* reversed engines full speed astern, but this was too late to reduce her speed in such a strong tide.

The *Valetta*, after getting clear, dropped anchor, and a survey of the ship showing that she was making no water she proceeded on her voyage, having been delayed for over one hour.

The excitement amongst the passengers for a time was intense. Men and women who a few minutes previously were pleasantly discussing the trip were suddenly thrown into a state of the wildest excitement and could be seen rushing in all directions seeking for a place of safety from the falling wreckage. In the confusion several were knocked down, receiving minor bruises, and a few ladies fainted. For a moment the situation appeared to be most serious, and the wonder is that no person was killed by the falling material. Much sympathy was felt on board for Capt. Palmers, who is a most skilful and experienced officer.

H.M.S. "GLORY" AVENGED.

EXCITING SCENE IN SYDNEY HARBOUR.

Naval and aquatic circles generally have been much stirred by a boat race that took place in Sydney Harbour a few weeks ago (writes a Sydney correspondent). The port is periodically visited by United States transports from the Philippines, and when the *Glacier* was here some months since there was considerable talk of a race between a crew from the American vessel and one from the *Royal Arthur*, the flagship on the station. While the parties were still talking the time arrived for the *Glacier* to depart, but it was arranged that the race should take place on the occasion of her next visit.

When the *Glacier* returned to Sydney it was discovered that in the meantime the picked oarsmen of the American fleet in the Philippines had been transferred to that vessel, but the *Royal Arthur* men were undaunted.

The race was originally timed for six o'clock in the morning, but, in view of the public interest in the event, it was postponed till the afternoon. The harbour was then alive with craft, and the foreshores in the vicinity were crowded. The scene was reminiscent of great international sculling matches on the Parramatta River close by in the days of Trickett, Beach, and Searle. The rigging of the British warship and the *Glacier* was thronged with "fans." Chartered steamers followed the race, besides Government launches and a regular flotilla of small boats and racing skiffs. Vice-Admiral Fanshawe, in command of the station, showed the greatest interest in the proceedings, and, with Mrs. Fanshawe and his flag lieutenant, followed the race in his launch.

The result of the two miles contest was a win for the *Royal Arthur* boat by ten lengths, and

then an extraordinary scene followed. Total strangers insisted on shaking hands with one another in an ecstasy of congratulation, and Admiral Fanshawe forgot his dignity sufficiently to fling his hat in the air.

It is stated in Sydney that when an American crew beat H.M.S. *Glory* under similar conditions at Hongkong the winners hoisted a broom to the masthead. The *Royal Arthur*, of course, did nothing of the sort, but it has become the thing in Sydney to ask Americans "how they are off for brooms."

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 11th May.

THE NEW VICEROY.

The new Viceroy, Shun Chou Hün, has sent a telegram, requesting two men-of-war to be despatched to Shanghai to convoy him to Canton. It is said that he will have a body-guard of one thousand men. Recently His Excellency wired to the Provincial Treasurer and the Bureau of Reorganisation to have their accounts made up by the time he arrives and it is said many defalcations have been discovered. The officials are at their wits' end to know how to cover them. They are so afraid that some of them wish to retire from service, some to go home on leave, and others have actually applied to be transferred to other provinces. Upon the arrival of H.E. Shun the present Acting Viceroy, Tak Sow, will go up to Peking to have Imperial audience. The Magistrate of Nam Hoi is also going away to the North to become a taotai, while Wong Shun, the Magistrate of the Shun Tak district, is coming to Canton to take his place. The merchants of Canton intend to welcome the new Viceroy with a long string of crackers extending from the government wharf to the Viceroy's yamen.

THE COLLECTION OF TAXES.

Upon the issue of an Imperial decree ordering the abolition of some unnecessary and vexatious taxes most of the residents here, and especially in Fatsan, have refused to pay taxes that are now demanded notwithstanding the Imperial decree.

[FROM THE "CHUNG NGOI SAN PO"]

THE ATTACK ON RAILWAY ENGINEERS.

An authentic report has been received from the Ching-un district with reference to the attack made on the Canton-Hankow Railway engineers. As soon as the villagers caught sight of the foreigners, a gong was beaten to give the alarm. In an incredibly short time a goodly number of people were assembled with the object of driving away the engineers and their assistants and of offering every kind of obstruction to the progress of their work. The Railway Weiynen reasoned with them and tried to disperse them, but to no purpose. At last he seized the gong by force and drove many of the disturbers away. An old woman who was present among the crowd also advised the people to stop the disturbance, and asked the Weiynen to give her the gong which, she said, would be secretly hidden. A young woman, seeing that the gong was in the hands of the old woman, took it away by force and beat it unceasingly, so that more people were summoned to the scene. The people shouted out *Ta-ta*, (strike unceasingly). A villager holding a sword sprang fiercely upon the Weiynen, who was badly frightened and ran away for safety as fast as his legs could carry him. At last he fell down a chasm and was seriously injured. The foreigners were then completely surrounded by the people for about five or six hours. Luckily, the local gentry, who did their utmost to protect the foreigners, succeeded in releasing them and escorted them to their boat, which was fired at by the people on shore. Fortunately, no person was wounded.

THE NEW VICEROY AND OPIUM SMOKERS.

As H.E. Shun Chou Hün, the Viceroy-designate of Canton, bears a great hatred of opium-smoking, all the officers in Canton are now doing their best to wean themselves of the habit, being afraid that they will be reported to the Throne and dismissed from service for ever, if their fondness becomes known to His Excellency. It is said that this is the reason

why the market for prepared opium is so weak at present. The leaders of the seventy-two guilds have held a meeting to make preparations to receive His Excellency, and they decided to come to Hongkong to welcome him upon his arrival. His Excellency rendered invaluable services and was greatly esteemed and respected by all the people when he was provincial treasurer of Canton.

PAKHOL.

[FROM OUR CORRESPONDENT.]

9th May.

EXECUTION OF A BLUE-BUTTON MANDARIN AT LIMOHOW.

A military mandarin was decapitated at Limchow on the 29th ultimo for the crime of high treason. He was alleged to have surreptitiously supplied arms and ammunition to the rebels in Kwangsi, whom he was ordered to subdue. This unfaithful officer, Yuen Chio Cheong by name, was in charge of one of the three columns for suppressing the rebels on the Kwangsi and Kwangtung borders. He has lately invariably come out with flying colours in his encounters with the rebels, while the other two columns had but indifferent successes. This, undoubtedly, has aroused not a little jealousy and suspicion on the part of his brother officers, who, in their endeavours to discover the best means to obtain better results for themselves, questioned one of the rebels, taken prisoner in a previous engagement, as to the strength and tactics of the insurgents, when he stated, amongst other things, that the force under commander Yuen was never able to cope with the rebels as has been generally believed. The rebels only simulated defeat on the approach of Yuen's troops, who usually follow the enemy far into their camps, where some rifles and ammunition would be laid down by the troops before harking back, probably through some preconcerted arrangement between commander Yuen and the rebel leader. On the return of Yuen's force from the last expedition, however, acting on the strength of the rebel prisoner's information, a search was made, when it was found that some rifles and ammunition were unaccounted for. This was taken to confirm the rebel prisoner's information and served as evidence that Yuen was in league with the rebels, for which crime he most deservedly lost his head. It may as well be noted that Yuen was formerly at the head of a turbulent party which gave the government an immense amount of trouble. He had been offered his pardon and appointed to a post in the army to persecute the evil-doers, as is often the case in the mobilisation and reorganisation of the Chinese army, especially in the southern provinces.

A SUPPOSED CASE OF VENGEANCE.

About a fortnight ago, a passage boat running between this and Anpou in the Koochow Prefecture was attacked by pirates. On boarding the boat they killed and mutilated the captain leaving the passengers and cargo in the boat undisturbed. The reason for this strange behaviour on the part of the pirates remains a mystery; but it is surmised that the skipper of the passage boat had either refused to join the secret society to which the pirates belong, or he had resisted the payment of the blackmail so often imposed by the pirates on these boats, but most probably, it is said, the skipper was suspected of being the party who lately gave information to the gunboats and the guard-boats regarding the whereabouts of the pirates. Whatever may be the cause, it had a deterrent effect on the boats trading on this route, so much so that the junks to and from Anpou are now sailing in convoys of five or six, to the detriment of trade already so much hampered through different causes.

A CHINESE MAN STRUCK BY LIGHTNING.

During a thunderstorm on the afternoon of the 4th instant a peasant was killed by lightning in the western part of the town; several parts of his body were blackened and burnt. It is curious to observe the practices followed by the natives here on such a thing happening. They firmly believe that when an individual is killed by lightning he is supposed to have been guilty of a hideous crime which must be discovered and made patent before the corpse is allowed a decent funeral. For this

purpose the services of a Buddhist or Taoist bonze are called into requisition to discover the deceased's iniquity, and the bonze, after chanting and galloping on horseback around the corpse, placed in the open air for the purpose, declared that he had learnt by inspiration that deceased had committed perjury in a land dispute, and had thereby misappropriated a piece of his neighbour's ground. This may or may not have been true, but the bonze had doubtless done his best before the performance to assure himself of the fact. One cannot help feeling sorry that the poor natives should have such simple faith in these incantations and so-called inspirations as allows these bonzes to drain them of their hard-earned savings.

RICE AS DEAR AS EVER.

Notwithstanding that all the steamers from Haiphong and Hongkong have recently been bringing full cargoes of rice, this staple is as dear as ever. Importers are doing a thriving trade, and if they continue to do so until the next harvest, which will be about the end of June, they will rapidly make their fortunes.

PROPERTY-OWNERS AND THE BUILDING BILL.

Mr. G. A. Woodcock, secretary of the Sanitary Board, announces that it is proposed to hold a meeting of property-owners in the Board Room on Monday next, 18th inst., at 3 p.m., for the purpose of considering Sections 46 and 154 of the Public Health and Building Bill (No. 1 of 1903).

The sections referred to are as follows:—

OVERCROWDING.

46. Every domestic building and any part thereof found to be inhabited in excess of a proportion of one adult for every fifty square feet of habitable floor space or superficial area and five hundred and fifty cubic feet of clear and unobstructed internal air space shall be deemed to be in an overcrowded condition.

Provided that every domestic building being within the European Reservation, or within the Hill District, and any part thereof, which is occupied by more than one person to every one thousand cubic feet of clear internal space, shall be deemed to be in an overcrowded condition, with the exception of quarters occupied by servants which may be inhabited in the proportion of one adult to every fifty square feet floor space or superficial area and five hundred and fifty cubic feet of clear and unobstructed internal air space.

And provided further that any cubicle in any existing domestic building which has a window or windows opening directly into the external air of a total glazed area of not less than one-tenth of the floor area of such cubicle may be inhabited in a proportion not exceeding one adult for every thirty square feet of habitable floor space or superficial area and four hundred cubic feet of clear and unobstructed internal air space.

CUBICLES.

154. The following requirements shall be observed with regard to cubicles or rooms in existing buildings:—

- (1) No cubicle or room which is not provided with a window or windows or a skylight opening directly into the external air and having a total glazed area of not less than one-tenth of the floor area of such cubicle or room, may be erected or if already erected be maintained in any storey of any domestic building.
- (2) No cubicle shall have a less floor area than sixty-four square feet, and a less length or width than seven feet.
- (2) There shall be a space between the top of every portion of the partition walls of every cubicle and the ceiling or under side of the supports of the floor above or of the roof as the case may be of not less than four feet, which space may be closed only by wire netting, lattice work or carved wood-work arranged in such a way as to leave at least two-thirds open and as far as practicable evenly distributed.

Provided that in the case of existing buildings the Governor in Council shall have power, in special cases, to modify the requirements of this section in respect to the external air upon such conditions if any as he may deem expedient.

CORRESPONDENCE.

THE PEAK SCAVENGER.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 8th May.

SIR,—If the responsible officials of the Sanitary Board desire to know what becomes of the rubbish taken from the Peak houses, let them take a walk down the road leading from the Peak to Aberdeen.

There are tons of filth dumped on the roadside, from which myriads of flies swarm on to any unfortunate pedestrian who happens to choose this once delightful road for an airing. I would suggest that the sanitary officials should make the contractor at once remove every scrap of rubbish so dumped to the proper tip lower down the road.—Yours, etc.,

MOUNT KELLET.

TO THE EDITOR OF THE "DAILY PRESS,"
The Peak, 9th May.

SIR,—In reference to the letter of "Mount Kellett" in your issue of this morning, and to your leading article on the same subject, I can fully corroborate the report of the practices of the scavenging coolies. The refuse from the house I live in is invariably carried along a small hillside path at the back of the house which runs along what I am pleased to call "the garden" and is thrown on the hillside just outside the boundary limits of the lot. Sometimes it is thrown amongst the bushes in the garden itself. This practice is, no doubt, highly beneficial in promoting a luxuriant growth of hillside vegetation and undesirable insect life. But, if the object of its being taken away is to promote the health of the inmates of the house and the pleasantness of the surroundings, it seems open to question if, in any measure, it is attained. If it is impossible to ensure that the rubbish is properly carried away it would be better to have one open and recognised rubbish-heap on the grounds which could be kept under sanitary control than have these miscellaneous collections all over the surrounding neighbourhood.—Yours, etc.,

HERBERT W. LOOKER.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 9th May.

SIR,—All inhabitants of Hongkong have to thank you for your leading article in to-day's issue as they are also much obliged to Mr. Hewett for the initiative taken. It is a shame and a pity that contractors instead of being forced to carry away all rubbish are allowed to have another chance of simply throwing it behind other bushes.

Precisely the same complaint may be made of the way in which the coolies whose duty it is to remove the sewage are doing their work, and it is happening all over Hongkong, from the Peak to the Praya. The sewage is either dumped into the drains or thrown over the ground. Why are not the contractors bound to send to every house two coolies, instead of one, with the necessary baskets, buckets and cart to have the sewage or rubbish properly removed to the boats?

I appeal to the ratepayers, especially those in the upper level districts and the Peak, as well as to all land owners, among whom many have for years had to suffer great loss by reason of the growing unhealthiness of their property, to openly protest and ask the Government to take immediate action in this matter.

Hongkong will always be subject to outbreaks of plague and typhoid fever until the scavengers are made to properly carry out their contracts.

Drains are known not to be in the best state of repair in Hongkong, and when sewage is thrown into them and the ground becomes saturated with it, from one terrace down to the next all over Hongkong, it is no wonder that epidemics breed here so constantly.

Whole districts have already been spoiled by these practices, and I have known many cases of alleged malaria in such districts which have really been cases of typhoid.

I feel sure that if in future this important matter received proper attention from the Sanitary Board, Hongkong's bill of health would soon become much cleaner than it is now. The Colony ought to be the healthiest and

cleanest place in the Far East.—Yours, etc.

A LOVER OF HONGKONG.

[We sincerely hope the facts are not so bad as our correspondent represents. It is not however, the first time that such complaints have been heard, though not in such sweeping terms perhaps. About three years ago, when a sewage farm for the Peak was proposed, one of the reasons given for the proposal was that much of the sewage at that time was being dumped on the hillside and in the drain. The matter calls for thorough investigation on the part of the Sanitary Board.—Ed. D.P.]

CLOSING THE CHINESE THEATRES.

TO THE EDITOR OF THE "DAILY PRESS"

Hongkong, 8th May.

SIR.—The report of the meeting of the Sanitary Board which appears in your issue of to-day will be welcome news to all who desire to see some active, intelligent action taken to combat the ravages of the plague which are an annual disgrace not only to our glorious government but, which is more important, to British civilization.

No sane person—other than a Chinaman—could doubt that at such a time as the present any place run on the lines of a Chinese theatre must be a hot-bed of disease. Mr. Fung Wa Chung's motion which sought to put a sanitary, well-ventilated building like the City Hall—frequented by a more or less washed and healthy audience—on a par with the ill-ventilated dens where the Chinese crowd, in the midst of the lethargically insanitary surroundings which are beloved of the low class coolie, would be too grotesque to need comment did it not forcibly bring home to all but the most perverid "Pro-Chinese," that, educate him, do what you like with him, your Chinaman (with a few brilliant exceptions) still retains his prehistoric prejudices.—Yours, etc.

SCALLYWAG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th May.

SIR.—"Scallywag's" letter in your issue of yesterday is an amusing instance of how impossible it is for an European to judge from any but an European standpoint—an incapacity that has left him into innumerable scrapes in his dealings with Asia, involving, sometimes, heavy sacrifices of blood and treasure.

The contemplated closing of the Chinese theatres is a case in point. Because the European, living probably at the Peak in large airy quarters, with gardens all round him, would be certainly risking his health in attending a crowded Chinese theatre, therefore, he thinks, the Chinaman is incurring the same danger. Accordingly the theatres must be closed. This is very well meant, but with all respect to "Scallywag's" sanity, very foolish. Before advocating a measure of this kind, it would be well to visit the localities from which are mainly drawn the audiences which pack a Chinese theatre. "Scallywag" will find that, compared with the tenements in which these people live, the theatre is a Garden of Eden, and that scarcely anything better can be done for them than to offer them inducements to keep out of their wretched habitations as long as possible—habitations which he himself rightly describes as "loathsomely insanitary." Rather than close the existing theatres, the Government will do well, in my opinion, to encourage the Chinese to add to the number only, so that the theatres may not be all in one district, but scattered over different portions of the locality. In ancient Rome the authorities used to organize public games and other entertainments in the circus to divert the populace when an epidemic was raging in their midst, and it would be good policy, on the same principle, not to deprive the native population of the only means they possess of amusing themselves. Remember "a merry heart doeth good as a medicine."—Yours, etc.

COMMON SENSE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 12th May.

SIR.—"Common Sense" says I am afraid, condensed all he said of that useful quality into his *non-de-plume*.

The question is a sanitary one, pure and simple, and not a racial one. Should the necessity arise, doubtless the City Hall would be closed *pro bono publico*.

The necessity has arisen in the case of the Chinese theatres, and all sane people will agree that they ought to be temporarily closed to protect the Chinese from themselves and not, as "Common Sense" foolishly implies, to safeguard the occasional European who unwisely leaves his "large and airy quarters at the Peak" to visit these plague traps.

"Common Sense" dub's the idea as "very foolish" but that, I think, need disturb no one as long as it has the favour, approval, and votes of the majority of the Sanitary Board headed by its very able President.

Perhaps Chinese theatres are, figuratively speaking, veritable Gardens of (Chinese) Eden—personally, I think they more resemble Pandemonium—when compared with the Chinese tenements, but it is a poor argument to say that because the latter are filthy and pestilential, therefore their occupants should be encouraged to herd together in their unsavoury thousands for amusement or any other purpose.

Better rather to compel them to clean their houses in their leisure hours and to endeavour to do the impossible by making the Asiatic look on sanitation from some more enlightened position than the "Asiatic standpoint." "Common Sense" gracefully closed with a charming little quotation. I offer him one in return. Remember "One rotten fish corrupts the whole basket."—Yours, etc.

SCALLYWAG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 14th May.

SIR.—"Scallywag" has certainly not condensed into his *non-de-plume* the characteristics which the name connotes. They are in evidence in more than one portion of his letter in your issue of this morning.

He accuses me of "foolishly implying" that it is to safeguard the health of an occasional European that the native theatres are to be closed. I said nothing from which any such deduction can be made, and defy "Scallywag" to make good his assertion.

I quite agree with "Scallywag" that this is not a racial question. If it can be proved that the theatres are responsible in any way for the prevalence of plague, by all means let them be closed irrespective of whether they are native or European. But when there is no such proof before us, when on the contrary we find that in such plague centres as Bombay and Calcutta no such measure was adopted in the worst of times, I fail to see the necessity of taking that step here in the face of the protest of the Chinese representatives. We have worried the Chinese enough in all conscience. We have destroyed the privacy of their homes. We have interfered with their burial customs and harassed them in every conceivable way both as property owners and as tenants—all of course with the best intentions in the world. But we have not done them or any other section of the population the least good, directly or indirectly. We have an excellent object lesson in Canton. They have no Sanitary Board, and no "very able President" to head it. They have no drains; there on the separate or any other system, no whitewashing and cleaning gangs and no army of sanitary inspectors and rat-catchers. And yet when plague leaves this Colony, it leaves Canton too. We do not, in spite of all our efforts, enjoy one week's immunity more than our neighbours. All this shows that, with all our historical arrogance, we are as ignorant of the causation of plague and of the true method of combatting it as the uncivilized Chinaman. Why then interfere with his amusements and make his life wretched with no prospect of benefit to anybody?—Yours, etc.

COMMON SENSE.

In the final of the double handicap in the Tennis Tournament on the 9th inst., H. M. S. Man and G. H. Edwards were defeated by Hon. Dr. Atkinson and E. J. Grist. In the single handicap, B class, W. King beat H. W. Sayer, 6-4, 6-1, 6-3.

JAPANESE STOWAWAYS.

Female stowaways from Japan are not infrequent visitors at the Magistracy, where they are asked to give an explanation of their action in procuring unpaid-for passages by ship or that steamer trading between Hongkong and Japanese ports. On the 11th inst. a batch of eight girls and one man were charged with stowing away on board the Nippon Yusen Kaisha steamer *Kinshin Maru* from Moji to Hongkong. The defendants presented a far from pleasant appearance as unwashed, untidily clad, and dishevelled, they listened to the interpreter reading out the accusation against them. The Japanese Consul occupied a seat on the bench beside his Worship Mr. P. A. Haselwood, and on him they turned curious eyes when his identity was explained. The man had nothing to say for himself—he had simply stowed away and was not willing to return to Japan; he preferred imprisonment to that, for some reason best known to himself. The girls simpered when they in turn were addressed, but unlike their male companions, said they were quite willing to go back to their own country; the ascent came in a chorus that brought on them a magisterial rebuke to speak one at a time. The case was remanded for a week, which period the stowaways will spend in goal. The girls will then be sent back by the first steamer, and the man dealt with as circumstances demand.

GUBERNATORIAL COMMENDATION.

About a week ago three housebreakers were surprised whilst robbing a pawnshop in Cross Street, Wanchai. The man who first gave the alarm saw the skylight over the pawnshop open and a face peering down, and he gave information of the fact to the accountant of the shop. The latter ran out into the street to summon help and was lucky in meeting Chinese constable No. 310, whom he apprised of what was going on. Never dreaming of danger, the housebreakers meanwhile were employing their time and opportunities to the best advantage, and with a long bamboo pole, at the end of which was an improvised metal hook, were pulling up through the skylight everything within reach. Finally satisfied with their haul, they prepared to clear out. Two descended to the cookhouse from which access had been gained to the roof of the pawnshop, and there they were found by the lukong when he entered the place. The third man was hanging by his hands from the skylight of the cookhouse ready to drop down, but when the Chinese constable appeared on the scene he tried to scramble back again out on the roof. The lukong caught him by the legs and dragged him down beside the other two, and holding the trio by their queues in the manner of a coachman driving a three-in-hand, he marched them off to No. 2 Police Station, Wanchai, whence they were transferred to the Magistracy and subsequently dealt with. The conduct of the lukong was brought to the notice of H.E. the Governor, who, we understand, has commended him for his prompt action and smart capture.

TERRIBLE COLLISION IN THE INLAND SEA.

SERIOUS LOSS OF LIFE.

A disastrous collision, involving heavy loss of life, occurred off Nobutsuna Island on the night of the 1st inst. The *Hayama Maru*, a small steamer of 121 tons running between Ujina and Mitogahama, Ehikoku, was run down by the Korean steamer *Kanjo* (790 tons). The vessels exchanged whistles several times, but for some reason at present unexplained the warnings failed to avert a collision, and the *Hayama* was out into and went down in five minutes. There were seventy-two passengers on board the ill-fated vessel. Forty-three of these and the whole crew (14 in all) were saved by boats lowered from the Korean steamer and by swimming to the steamer. They were conveyed to Mitogahama, but two of the rescued passengers succumbed immediately after being landed there. In all twenty-nine passengers are missing.—*Kobe Herald*.

ANOTHER CASE OF ALLEGED ARSON.

What is believed to be another case of arson, and a most serious one, for it involves the loss of life, occurred on the 10th inst. at 127, Connaught Road. When the Fire Brigade reached the scene the house was wrapped in flames, and the fierce heat made near approach almost impossible. Enquiries showed that the outbreak started either on the first or on the second floor of No. 127, which the police describe as a four-story building. The place went up in a blaze almost at once, and before the Brigade had got the upper hand the whole of No. 127 and the top floor of No. 126 were gutted, other parts of the latter house were damaged more or less by fire and water. No. 127 is insured for \$23,800.

Eye-witnesses say that as the fire progressed the smell of kerosene became pungent; the flames, too, spread swiftly, and at every spot where they obtained a fresh hold thick black smoke belched up. Whilst all eyes were fixed on the burning building, a horrified shout went up as the figure of a Chinese boy was seen on the topmost verandah beckoning for help. He was surrounded by fire and cut off from all hope of escape by the stairway for behind the place was like a furnace. P.O. 48 Price made an attempt to reach him from the adjoining house, but although he saw him ere he essayed the rescue and heard his shouts as he drew nearer to him, when he reached a convenient spot and looked for the lad not a sign of him was to be seen; his remains, charred beyond recognition, were recovered subsequently from the debris. Chief Inspector Baker, who was in charge of the Brigade, was told that there were people in No. 126, and he promptly took steps to ascertain for himself whether or no the report was correct. In the ground floor he and those with him met a couple of Chinamen who, unmindful of the danger that threatened them, were endeavouring to collect their belongings together for removal into the street. In answer to Chief Inspector Baker's inquiries, they said they were the only people left in the house—the others had escaped. As these investigations were proceeding—the party were collected in the front part of the ground floor at the time—there was a loud crash. The cockhorses behind No. 126 had fallen, bursting in the partition at the back of the ground floor and surrounding the police and the two Chinamen with impenetrable clouds of dust and smoke. Had the men gone farther into the place, the chances were that someone would have suffered, but as it was all gained the outer air in safety.

The task of the firemen was a most difficult and dangerous one. The flames had made such headway in the case of No. 127 that it was impossible to beat them down, and attention was turned to preventing them from spreading. The houses were laboriously dragged to the top of No. 126, where holes were knocked in the roof and water was poured down inside. By this means the scope of the fire was restricted and hindered from extending not only to the whole of No. 126 but also to the houses in Des Voeux Road, which at one time stood in no little danger. Fortunately water was plentiful and to this fact and the zeal of the firemen is to be attributed the ultimate victory over the flames. No. 127 as well as No. 126 was used as a boarding-house; in No. 126 it is reported that a lot of bullion, the property of Chinese emigrants, was barely saved from destruction. Beyond the body of the boy whose fate has been described, the police have come across nothing in the shape of human remains, and it is not surmised that anyone else fell a victim. No arrests have been made in connection with the alleged arson, but the fullest investigation of the whole circumstances will be made.

The strictest vigilance is being observed in Manila to prevent the spread of cholera among Government officials.

Recently a Singapore detective went to sleep in the witness room at the Police Court and, when he awoke, discovered some facetious thief had purloined his shoes.

SEQUEL TO THE SPANISH-AMERICAN WAR.

ACTION BY A MANILA FIRM.

An action of considerable interest was begun in the Supreme Court at Singapore on the 6th inst. It is a claim brought by a Mr. Lichanco, a Manila merchant, against Messrs. Riley Hargreaves and Co., to recover damages which he alleges he has suffered through the failure of the defendants to fulfil a contract for the supply of certain marine engines—the said contract being entered into in December, 1897. The total amount of the claim reaches approximately \$150,000.

Mr. Delany, plaintiff's counsel, in opening the case, said that Mr. Lichanco ordered from the defendants in December, 1897, three sets of engines for launches, to be delivered at Manila in four months. The engines were due on March 1st, and Mr. Lichanco was anxious for their arrival because the hulls of the new launches were ready to receive them and he had already entered into a contract with a man who had agreed to charter two of the launches as from April 21st, 1898, at the net price of \$50 and \$40 per day respectively. The date for the expiry of the contract arrived and no engines came. The moment they became overdue, Mr. Lichanco complained of the non-delivery, and wrote a letter, giving defendants notice at the earliest possible moment of the damage he was suffering and demanding immediate delivery of the engines. He was told the engines were coming. On March 17th he made up his mind to communicate direct with Riley Hargreaves & Co. in Singapore and he wrote a letter to them in Spanish. He said that the launches were nearly finished and that the delay in delivery of the engines was causing him damage. Later on he begged the firm to push on with the work, and to send him certain parts of the engines which he might be putting into the hulls. At this time the war between Spain and America broke out in the Philippines. A letter was again written stating that trouble would ensue over the non-delivery of the machinery, as the hulls of the launches were lying at Manila, and if the engines had been delivered to time the launches might have escaped up the River Pasig. The American fleet had left Hongkong, and Manila was expecting a bombardment. On May 1st occurred the battle of Manila Bay, and the Spanish fleet was destroyed; but the Spaniards remained in possession of the town till August 13th following. Between these two dates Manila was blockaded by the American fleet. The earnings of launches at Manila about that time were enormously enhanced, because when the people were expecting a bombardment they were willing to pay almost anything to get away before the American ships arrived. However, plaintiff did not ask for damages on that basis. During the blockade, plaintiff again wrote on the matter. The blockade was raised on August 13th, when Manila capitulated to the Americans. The plaintiff immediately went to Hongkong, where he ordered some engines from the Whampoa Dock Co., leaving behind him his brother, who had full instructions to take over the engines due from Singapore. When he was in Hongkong, plaintiff again wrote to Singapore. Letters were continually being sent, and the only reply given was that the engines were coming. In a letter dated Jan. 5th, 1899, defendants stated that the engines ordered had been sold at the time of the rebellion as they (defendants) saw no hope of the plaintiff being able to take them off their hands. But, the defendants added, they were now pushing on with other engines for early delivery to plaintiff. This letter showed that Riley Hargreaves and Co. recognised the contract. On January 1st of 1899 the business of Riley Hargreaves and Co. and all its current contracts was acquired by Riley Hargreaves and Co., Ltd. In February plaintiff returned to Manila, and being extremely dissatisfied took the advice of Mr. Levering, an American lawyer, who thereupon wrote stating that he was instructed to commence legal proceedings, but that his client hoped it would be possible to come to an amicable settlement. Riley Hargreaves replied that they thought they were justified in selling the engines to avoid having them thrown on their hands; and it seemed that Riley Hargreaves & Co. were of opinion that they were

able to repudiate their contract at any time. But they added that they were still putting on with the other engines. In August of the same year, Mr. Lichanco was suspected of having leanings towards the insurrectionists and was arrested by General Otis and thrown into prison. He was in Manila's goal from August 1st to Dec. 8th, 1899, as a political prisoner. Prisoner wrote another letter to Riley Hargreaves & Co., and afterwards had an interview in the prison with Mr. W. M. Robertson, defendants' manager, who subsequently wrote a letter agreeing to deliver the engines within three months from October 1899. Mr. Lichanco was released in December, and still the engines did not arrive. In 1900 the plaintiff came to Singapore and instituted legal proceedings. After the writ was issued, the \$50,000 deposit which had been made was paid into Court by the defendants, and that was the first opportunity the plaintiff had of getting his money back. The case is proceeding.

THE MANILA HEMP TRADE.

Some complaint having been made through official sources of the quality of hemp recently shipped from Manila to the United States, the *Manila Times* has been seeking information from some of the leading export houses.

Mr. Jones of Smith, Bell and Co. said:

"I do not care to enter into a discussion of the hemp business and it would be necessary to do so in order to speak intelligently on the subject of the alleged complaints. The hemp trade is a very complicated and difficult one and its different phases are so intimately related one to another, that it would be necessary to explain the whole thing."

"In regard to the relations of the hemp exporters with the Commission I may say that some months ago the latter, by request, submitted recommendations as to what in their opinion should be done for the good of the industry; but, as far as I know, the Commission has not yet acted upon the matter."

"Is it true," he was asked, "that inferior grades of hemp have been shipped to the United States?"

"Now," said Mr. Jones, "to answer that question would mean a long explanation of what is really meant by 'inferior grades.' I do not think anyone not in the business understands the terms."

"Are the manufacturers of the United States getting poor grades at present, as is alleged?" was asked.

"You may depend upon it," said Mr. Jones, "that if they are the fault is not the shippers'. It is the producer who is to blame."

"Do you believe that the hemp trade of the islands is in danger?"

"Not a bit," said Mr. Jones, emphatically.

The head of another large exporting concern said:

"There seems to be a wide difference of opinion between certain people in the United States and exporters here as to the deterioration in the quality of hemp shipped to that country."

"The quality has deteriorated, then?" asked the reporter.

"Well," was the answer, "the quality of hemp shipped at present is quite as good as was that shipped four years ago, and people are still buying it. It is not true that exporters are shipping poor hemp to the United States under the mistaken impression that it sells better than the finer grades."

"The best hemp produced in the islands is shipped to the United States, the bulk of it to New York and Boston. The inferior grades go to Europe."

"Shippers always buy the best hemp obtainable, for there is less risk and expense in handling it."

"Is it true," asked the reporter, "that there is more money to be made by exporters in dealing in inferior grades than in good grades?"

"It is not true," was the reply. "The native prefers to produce the cheaper grades, for he can get it out quickly and with little labour, while the production of good hemp requires time and care."

"The exporter, on the other hand, makes just as much profit on one grade as on the other. Exporters who have been in the hemp business for forty or fifty years are familiar with what is

wanted in the different markets, and we certainly are not going to ship inferior and unsaleable hemp to America when we know that the General calls for the best.

Some months ago Commission Worcester called a meeting of leading hemp dealers and got out opinions and suggestions as to hemp. I suppose the Commission is considering them.

My own opinion is that much of the present agitation on the subject is due to the fact that about five months ago the Navy Department in Washington made tenders to the leading hemp dealers here offering to buy a large quantity of a certain grade at a fixed price. Hemp of the grade required was unobtainable here at that time and none of the firms could consider the offer. An American, however, who had never been known in the hemp business here, submitted samples of a lower grade and offered to fill the order. The Navy Department approved his samples and bought his hemp, which was quite as good as the samples shown, but was not the grade asked for at first, nor was it first-class hemp. I think that this incident has caused most of the complaints referred to by Colonel Edwards and that they probably originated in the Navy Yard.

THE ANTI-FOREIGN ATTITUDE IN CHINA.

"A Chinese Patriot" writes to a London daily commenting on the attitude of the Powers towards China and the alleged anti-foreign feeling of his countrymen. He would like to ask whether there is not reason why this anti-foreign feeling should exist, and answers yes.

The first reason, I think, is the injudicious and inconsistent action of the European missionaries in China. What would the English people say if Chinese Buddhist missionaries were to come to England and endeavour to propagate their religion in the high-handed manner adopted by Christian missionaries in China, interfering with the magistrates and police, where converts were concerned, and threatening the vengeance of China if their demands were not acceded to? The second reason is the anti-Chinese feeling so prevalent in Europe, America, and the European Colonies, as evidenced by their attitude towards Chinese labour, and their treatment of the Chinese generally. The third reason is the policy of "grab" (one can call it nothing else) followed by the European Powers with respect to Chinese territory. A fourth reason may be found in the behaviour of the Allied troops at the relief of the Legations during the late troubles in China. These troops, by their looting of private houses and ill-treatment and killing of innocent people, showed that they were not so civilised as they boast to be, and that the word "barbarians," which they so contemptuously applied to the Chinese, was far more applicable to themselves. In conclusion, I would say that if the European nations were to treat China with the courtesy and consideration due from one civilised country to another—to treat her, in fact, as they treat one another—there would be no anti-foreign feeling in China. The Chinese know that they have much to learn from Western civilisation—just as, perhaps, the European nations may find that they have something to learn from Eastern civilisation—and would only be too ready to meet European nations half-way if they were approached in a proper spirit.

ASSAULTING AN EXCISE OFFICER.

"The devil's awa' wi' the exciseman," Burns wrote, and many a Chinaman out here would not feel particularly sad if his satanic majesty were to bolt with every one of the officials who safeguard the interests of the opium farmer. A party of excise officers under P. C. Calliper went to execute an opium warrant at an unnumbered house in Tai Hang village on the 13th inst., and one of them was furiously attacked by a male inmate who objected to having his plans for future enjoyment spoiled by any one. He was taken in hand by P. C. Calliper and with another man removed to the station. At the Magistrate's yesterday fines were imposed of \$15 for the assault and \$15 each for unlawful possession of the opium.

DALNY.

In the April *Scribner* Mr. Clarence Cary gives a very laudatory account of the growth and prospects of "Dalny, a Fiat-City." This is accompanied by many excellently-reproduced photographs, which aid very materially in giving an impression of what Dalny now is and what it may become. As at Taingtau, the multitudinous poorer classes of the indigenous folk are not to swarm among the foreign residents as they have elsewhere been imprudently suffered to do, being, instead, held conveniently aloof from the main city by an intervening park, a precaution the manifold advantages of which, Mr. Cary points out, will be readily appreciated by those who know the unpleasant and detrimental *grouillement* of the British Colony of Hongkong and of the Foreign Concessions of Shanghai. But we may remember that this was the original intention at these places. If Dalny is a huge success like those places Chinese would surely be the highest purchasers. Will they be allowed to buy? As to prospects Mr. Cary thinks that a large trade must speedily accrue to the port by reason of the presence there of the railway, and indeed, that the principal trans-Pacific steamer lines of all nations will ultimately make Dalny their most important Far Eastern port of call, whatever they may intermediately continue to do with Yokohama and Nagasaki, and whatever may be their existing affiliations with Shanghai or Hongkong.

Although Port Arthur, which is only some 40 miles away, may fairly bristle with guns, or swarm with capable Cossacks, there is not to be the slightest suggestion of military safeguard present or contemplated at Dalny. Just here, the astute Russians are borrowing a leaf from the experience of Shanghai, which, under like conditions, has been able to summon the fleets and troops of the outside great Powers to her aid in time of stress, and this too without thereby encountering an unpleasant expense-account. *Per contra*, the nearby German creation of Taingtau, on Kiaochau Bay, lies open to inspection as an object-lesson, and is an example of what the Dalnians have prudently sought to avoid. Here a proposed commercial town, though admirably constructed and possessing the necessary deep-water access to docks (and even a railway back to good coal, with likewise a possible future freight connection), is found cheek-by-jowl with a military stronghold where it must forever stand or fall, or be perturbed; according to the fate of its adjacent fortifications; its trade development meanwhile suffering the blight of *militarism* in the usually tightly buttoned form.

Dalny thus on the one hand advantaged, and on the other free, would seem fairly equipped to enter on a career of safe and unimpeded development. What are her present or prospective rivals for the commercial supremacy of the future along the China coasts? Of these, the great entrepôts of Hongkong and Shanghai, now, of course, stand far-and-away in the front, with the nearer neighbours Tientsin and Newchwang well up in present importance; but each and all of these are handicapped by a heavy charge of lightering transshipments, not to speak of crowded or insufficient "bunds" of water-fronts. Hongkong enjoys no railway, while Tientsin and Newchwang must encounter closed seasons of ice. Ching-wan-tao will probably have both handy railway facilities and ice-free conditions; and therefore offers promise, although, as yet, rather a potentiality than a factor in the race.

"Mr. Cary seems to think that Americans will profit most from Dalny. Our British cousins, lacking our own independent position and our agreeable market prospects hereabouts, with ever before their eyes the certain boggy scares above referred to, may fume over Russia's triumphant progress, or our erstwhile *protégés*, the Japanese, continue (for other reasons, but with equal futility) to 'kick against the pricks'; but what have we or the United States of America to do in either of their *galères*?—*L. & C. Express*.

Dr. Morrison, the *Times* correspondent at Peking, says of this port:—

"Dalny is at present a free port—that is to say that no duties are collected there upon goods intended for distribution in Manchuria. The

two ports into Manchuria are Newchwang and Dalny, the chief markets of Manchuria being north of the latitude of Newchwang. Goods entering by Newchwang pay 5 per cent. duty if for distribution in the town, and 7½ per cent. if for distribution in the country. Goods entering by Dalny pay nothing. The distance from Dalny to the latitude of Newchwang is 150 miles. If, then, the cost of transport for the 150 miles is less than 7½ per cent. of valorem shippers will send their goods to Dalny; the railway will profit, and Chinese revenue will suffer. But the railway cannot compete against a water-way such as the Liao River, so that it is certain that Newchwang will benefit and not lose by the railway, since the great accession of wealth it brings into the country will stimulate production in the interior. I was present at the departure of the first through tea train from Dalny to Odessa. It consisted of 24 waggons carrying ten tons each, and the freight and all charges from Hankow on the Yangtze by railway steamer to Dalny to Moscow, were £5 20 the Russian pood of 36 lb. Tea imported by sea pays a duty in Russia of £35 20 the pood, but by land only £23 so that a great saving is possible on the new route. All tea will surely be sent this way in the future.

Nowhere in the English handbook is Dalny spoken of as a free port. A free port in Russia would be a phenomenon greater than Parliamentary representation, freedom of the Press, and manhood suffrage. Dalny will be a free port till the occupation of Manchuria is effective. Vladivostok was a free port till Jan. 1, 1901, when such crushing duties were imposed that the port has been practically ruined in two years. Even so powerful a corporation as the American Trading Company are closing their agency. When the occupation is complete Dalny will be no more the same as any other port in Russia.

A COMPLAINT FROM THE "ARGONAUT."

"Witness" writes from the China Station to the *N. & M. Record* as follows:—

"Quite recently I observed on the notice board of the *Argonaut* a list of the ships that were considered eligible to partake of the honours of the late crisis in the Far East, and was rather surprised to find the cruiser *Argonaut* not mentioned. The date of our arrival in Hongkong was August 13th, 1900, and at that time the trouble was far from being at an end. But unfortunately for us we were detained at the last-mentioned place until the early part of November, after which we were despatched to Amoy, which is about 240 miles north of Hongkong, so that we were not in the vicinity of the seat of war, and could not therefore take any active part in the operations. But the ships included in the list, which did practically nothing for their honours, might have been sent to finish their work, which we had to do.

I would like to point out in favour of some of the ship's company of the *Argonaut* that about 30 ratings, under the gunnery officer, were despatched on shore at Shanhaiwan in the early part of 1901 to dismount a heavy 6in. naval quick-firing gun, which the military authorities on shore (British) were almost on the point of giving a few lbs. of dynamite. But the *Argonaut* arrived just in the nick of time, and saved the weapon from destruction, transporting gun, mounting, and everything connected with it (weighing about 11 tons) a distance of something like three miles, over marshy ground and streams several feet wide, to the railway station. There it was placed on a railway trolley for conveyance to Tientsin. The time taken was 15 days, which I consider smart, having regard to the obstructions met with. But my point is this—our ship's company assisted with the work; why not therefore share the honours?"

The *Bangkok Times* understands that Captain Lange is resigning from the Royal Siam Navy and is returning home.

L'Avenir du Tonkin compares the Consular systems of England and France in the Far East, much to the disparagement of the French system.

V. R. C.

Under the auspices of the Victoria Recreation Club, a couple of races took place on the 9th inst. over the usual course. The first was a four-oared scotch race, and resulted as follows:—

1 ... Station No. 2
Thistle.
Bow ... S. B. Moore
2 ... H. C. Austin
3 ... L. A. Musso
Stroke ... F. D. Bain
Cox ... C. M. S. Alves

2 ... Station No. 1
Rose.
Bow ... H. M. Bain
2 ... J. H. Seth
3 ... F. K. Tata
Stroke ... G. H. Rable
Cox ... C. H. Byrne

3 ... Station No. 3
Kornblume.
Bow ... J. C. Remedios
2 ... M. F. K. Pereira
3 ... A. F. Alves
Stroke ... A. J. Mackie
Cox ... S. A. Seth

4 ... Station No. 4
Shamrock.
Bow ... J. P. Jordan
2 ... H. A. Seth
3 ... C. E. A. Hance
Stroke ... H. S. Holmes
Cox ... F. W. White

The start was a very good one, the four boats getting away together. F. D. Bain's crew secured the advantage, and held it all the way, winning eventually by about a length from the second boat.

The double-sculls gig race, distance, half-a-mile resulted:—

1 ... Station No. 2
Powerful.
Bow ... H. C. Austin
Stroke ... H. S. Holmes
Cox ... H. Seth

2 ... Station No. 1
Terrible.
Bow ... F. M. R. Pereira
Stroke ... L. Musso
Cox ... A. E. Alves

3 ... Station No. 3
Jubilee.
Bow ... S. R. Moore
Stroke ... H. C. Wittchell
Cox ... F. K. Tata

Getting away to an even start, Holmes' and Musso's boats ran bow and bow for nearly half the distance, when the winner drew out and won a fine race by about half-a-length.

Afterwards the prizes, which were the gifts of the Committee, were presented to the winners in the Club's pavilion by Mr. F. White, the secretary, who in the course of a few remarks said the races just concluded would be the last of the season. It was hoped soon to hold a water polo meeting, and steps would be taken to have all the necessary details completed by the time the hot weather set in.

The prizes took the shape of handsome gold-plated Coronation spoons, and when they had been presented cheers were given for Mr. White and for the winners. The starter on Saturday was Mr. C. E. A. Hance, the umpire Mr. P. Meek, and the judges were Mr. R. H. B. Mitchell and Mr. E. M. Haselund.

With the rise in the value of "Mex", says a Manila contemporary, we have seen a practical illustration of a contingency which we referred to some time ago in regard to the adjustment of our currency when the new money is put into circulation. It had hitherto been noticed that while silver has been enhanced in value, our storekeepers still keep to the old prices in Mexican. Shoes which were twelve pesos when Mex. was at 260, are still twelve pesos with Mex. at 240. In other words, there is a clear difference in value of 39 cents gold. On an article placed at 30 pesos, there is a difference of about one dollar gold. This difference, of course, goes from the pocket of the consumer or the public into the pocket of the merchant. It is another case of the trust and the striker—in the last analysis the public is squeezed.

MISCELLANEOUS.

The French companies have reduced their freight on cotton yarn, on the Indo-China lines, making it the same as for cotton piece goods.

It is expected that wireless telegraphic communication will be available between Keelung (Formosa) and Miye (South Japan) early in July.

A Chinaman who was arrested by Sergeant King of the Gambling Suppression Department at Singapore for selling Macao Lottery tickets at Chinohew Street was fined \$250 or in default three months. The fine was not paid.

Every cargo, says the *American Asiatic*, now shows canned salmon moving to the Orient. A year ago such movement was unknown. Salmon is selling now in the Orient as California canned fruits sold in Europe when they began to be exhibited there.

The *Japan Mail* understands that Captain H. Fraser, of the N.Y.K. *Kasuga Maru*, has been promoted to the command of the European liner, *Kwachi Maru*, and Captain W. Scott Hunter, of the *Asagao Maru*, is given the command of the *Kasuga Maru*.

The *Japan Gazette* learns that the British steamer *Glenahiel*, which was docked at Uraga on the 14th ult., for painting, suffered some damage through the caisson having given way and allowed a considerable volume of water to rush in, involving risk of sudden strain to the vessel as she lay exposed. The painting of the ship, which was to have been completed in two days, consequently took two days longer. Messrs. Jardine, Matheson & Co., the Yokohama agents of the steamer, are reported to be claiming damages from the Uraga Dockyard Co.

As the North German Lloyd s.s. *Kiautschou* was on her way down to Singapore from Hongkong, the *Straits Times* says, one of the second-class passengers, who had apparently suddenly gone insane, jumped overboard. On the alarm being given, the engines were reversed and a boat lowered and within twenty minutes she had picked up the man and got back alongside the ship again. The other passengers are loud in their praise of the smartness with which the rescue was accomplished, and a naval officer amongst them says that it could hardly have been excelled even on board a man-of-war.

A correspondent on the River, says the N.-C. *Daily News*, writes:—H.M. flagship *Glory* paid a visit to Nanking last week, and left that port for Wuhu at 5 a.m. on Sunday, the 3rd May, in company with the *Alacrity*, the Admiral, however, having taken up his quarters on board the former. Both men-of-war were to start from Wuhu early on Monday morning, and expected to reach Hankow on Tuesday afternoon. The Admiral had determined to anchor the *Glory* on the Wuchang side of the river so as to make it convenient for official visits to the Viceroy, and afterwards the Admiral will transfer his flag to the *Alacrity*. The flagship is due at Woosung on the 12th, and will be detained for some short time coaling, but it is expected that she will be able on the 14th to leave Woosung, whence she will proceed to Weihaiwei. The Admiral will go up to Shanghai in the *Alacrity*.

The death is reported from Japan of Marquis C. de Nembrini Gonzaga. The deceased gentleman, says the *Japan Mail*, was a native of Dalmatia in Austria, having been born at Zara, but his father was born in Ancona. The Marquis studied engineering at Munich and later at Berne, and entering the Austrian naval service, came out to Japan many years ago. In 1878 he settled in Tokyo, but a few years later he moved to Shanghai, returning in the early eighties to Japan, which he never quitted afterwards. He obtained ample employment in Tokyo as a translator and interpreter, being proficient in at least five languages, and finally some years ago he was appointed to act in these capacities at the Kanagawa Kencho, where, indeed, his services were really those of a foreign adviser. The deceased gentleman was the holder of many decorations, as well from the Emperor of Japan as from other sovereigns. He was born in February, 1850, and was therefore 53 years of age at the time of his death.

The *Siam Free Press* remarks that typhoid fever seems to be prevailing as an epidemic just now in Bangkok.

The *Ocean* during her maiden voyage covered 9,600 miles in 1900, 17,900 in 1901, and 8,600 in 1902. As the passage home is about 9,600 miles, those of the ship's company who left England in the *Ocean* will have travelled 45,700 before they return.

Admiral Alexieff, the N.-C. *Daily News* states, has issued a proclamation at Port Arthur stating that the Russian military occupation of Shengking ceased on the 28th of April, and that foreigners can now go where they please without a Russian pass, showing that Russia means to carry out the letter, if not entirely the spirit, of her agreement with China; so that Mr. de Witte and the peace party at St. Petersburg have had the best of it for the present at any rate.

The British first-class cruiser *Albatross* had to leave Yokohama unexpectedly for Weihaiwei. She went there to land Rear-Admiral Granfell for the purpose of undergoing a course of treatment at the naval hospital, but a Chinese servant on board died of plague, and it was therefore impossible for anyone, even the admiral, to land without first going through some days' quarantine. Under the circumstances it was considered the best plan to leave at once for Weihaiwei.—*Nagasaki Press*.

A Tientsin telegram appearing in the *Shanghai Mercury* says:—The Viceroy has appointed Mr. Wa Jui-pah, the commissioner of the Hongkong and Shanghai Bank, as a commissioner for the purpose of restoring an understanding between foreign and native merchants regarding commerce. Mr. Wa Jui-pah presented a scheme to the foreign bankers on Saturday last, which was approved of by all but one English bank. Unanimity being essential, the success of the undertaking is imperilled. It is considered that the adoption of the scheme presented by Mr. Wa Jui-pah would boom trade.

To prevent international misunderstanding, Rear-Admiral R. B. Bradford, Chief of the Bureau of Equipment, Philippine Islands, has proposed to the State and Navy Departments the definite delimitation of the boundaries of the United States in the Philippines. At the present time, while these boundaries are known by treaty, they have never been charted, and there is danger that an American skipper may hoist the flag on a British or German island, with trouble as the possible result; and it is not at all unlikely that a German or British officer might take this action with respect to an American island. To remove all doubt, Rear-Admiral Bradford has prepared a chart based upon the treaty rights ceded by Spain, showing the exact position of the American boundary lines in the Far East. This chart has been transmitted through Acting Secretary Darling to the Secretary of State who has been requested to make any suggestions that may seem pertinent.

The s.s. *Empire* from Australia, which left on the 13th inst. for the northern ports with a full passenger list is under charge of Capt. Helms who relieved Capt. W. G. McArthur at Manila. Just before arrival at Manila on Friday last, an excellent concert was got up as a farewell to Capt. McArthur who was changing to the s.s. *Australian*. During the evening a presentation address with a purse of sovereigns was handed to the Captain by the Hon. C. E. Davies, M.L.C., of Tasmania, who on behalf of the passengers thanked Captain McArthur for his courtesy and attention, and in complimentary terms referred to the manner in which the comfort and pleasure of the passengers had been considered by all, including the officers and stewards. General regret was expressed for the severance of the pleasant associations which had marked the voyage from Australia and hearty good wishes for the continued welfare and happiness of Capt. McArthur and his wife. Cheers and musical honours followed and the recipient feelingly acknowledged the great compliment paid him, which he sincerely appreciated and would ever treasure. When Capt. McArthur took farewell of the passengers on Saturday ringing cheers were given, and adieux waved as the s.s. *Empire* steamed away from Manila.

The Japanese firm of Udagawa & Co. of Peking is stated to have lost \$300,000 by embezzlement on the part of three Japanese.

The Yangtze river, the Shanghai Times says, has risen in one week over nine feet. On the 15th inst. at Hankow twenty-seven feet, nine inches was registered. Indications are that the river will continue to rise and everything looks as if there is going to be a big flood.

A well-known Manila broker, Mr. Walter A. Fliton is lying in the Civil Hospital with his left thigh and leg fractured and suffering from internal injuries caused by a fall whilst walking in his shop. He appears to have walked out of a window, falling twenty-five feet to the ground.

A Foreign Office paper on the estimates of the German Empire for the year 1903 notes that provision is made for the creation of a Minister Resident at Seoul. Shanghai is to receive an increased provision for a Vice-Consul and an Archivist, Singapore is to become a Consulate-General, a regular Consular Officer is to be appointed at Saigon. A vote is asked for Consulates at Hankow and Canton, and for the purchase of ground at Nanking, on which a new German Consulate is to be erected.

The Chinkiang correspondent of the Shanghai Mercury says:—A matter of some importance has just come to my notice, for it is understood that certain "shares" in the China Merchants' S. N. Co. representing say, dollars thirty thousand, have been handed over to a foreign merchant as security for a "loan," or advance made in the interest of a Chinese official and ex-official undertaking in the interior, and it follows that these shares are beyond the reach of the Chinese Government in their desire to assume control of the C. M. S. N. Co.

Messrs. John I. Thornycroft and Co. (Limited), of Chiswick, have received an order from the Japanese Government for the construction of a shallow draught river gunboat, of the same type as the Woodcock and Woodlark, and the Argus and Vigilant, built by this company for the British and French Governments. The vessel, which is intended for use in China, is to be fitted with Thornycroft screw-propellers, and Thornycroft-Schulz boilers, and will have a speed of 15 miles an hour when fully loaded at a draught of 2ft.

The Odessa Correspondent of The Times reports that in Volunteer Fleet circles there it is stated that an exhaustive inventory of the three fast cruisers of the Volunteer Fleet lying idle at Sevastopol is at present being taken as a preliminary to the handing over of these vessels to the Russian Admiralty outright. It is remarkable that not a single voyage has been performed by any one of these 20 knot Belleville transports for over 12 months. The loss entailed by their enforced prolonged idleness at Sevastopol is computed to have already exceeded three quarters of a million of roubles.

It appears from Manila papers that "there has been considerable cholera and plague along the water front for several days past." Dr. Heiser, the Chief Quarantine Officer, being asked whether quarantine would be imposed on shipping, said he did not think it would be necessary, adding: "Of course if Hongkong and other ports impose quarantine against vessels clearing from Manila it will be necessary, but it is the intention and wish of the quarantine office to do everything to avoid annoyance to the movements of ships to and from this port. As matters now stand it appears that the cases that have appeared are those contracted aboard cases and the smaller craft and thrown overboard during the night by the other occupants of the boat to avoid any quarantine or detention."

Mrs. Montagu Beauchamp, who for many years has been engaged in missionary work in China, gave an account last month at the Conference Hall, Eccleston Street, S.W., of how planchette, the latest London craze, has from time immemorial been one of the recognised means in China of communicating with evil spirits. "She had lived," she said, "in the particular province known as 'Demonland,' where the native idolatry was bound up with spiritism. She had found there was a real power in this idolatry and spiritism, and had known many of her fellow workers by these natives who professed to cast out evil spirits. She was convinced that they did in reality cast out the spirits, but there," she said, "you stand face to face with the unexplained powers of hell."

She went on to give instances of exorcism by both Christians and Chinese. The Chinese had for a long time obtained communication with bad spirits by the use of mediums and of planchettes. The latter were formed from a sieve with a pencil attached to one side. Two persons placed their hands on the sieve and the pencil would then write messages. She had herself known of one instance in which a great flood was accurately foretold by a planchette message. Again, the Boxer rising was prophesied by a planchette; she believed the murderous Boxers were all possessed by devils. Her opinion about the planchette was that it only worked intelligibly with those who yielded to its influence, and that its influence increased with repeated use. With those who did not yield the planchette refused to work and the result was merely an unintelligible scribbling.

COMMERCIAL.

CAMPBOR.

HONGKONG, 15th May.—No arrivals.

SUGAR.

HONGKONG, 15th May.—No demands having come forward, there is a slight decline in prices. Shikloong, No. 1, White.....\$3.35 to \$3.40 per cwt. Do, 2, White.....7.00 to 7.05 " Shikloong, No. 1, Brown.....6.00 to 6.05 " Do, 2, Brown.....5.85 to 5.90 " Swatow, No. 1, White.....8.20 to 8.25 " Do, 1, White.....7.45 to 7.50 " Do, 1, Brown.....5.90 to 5.95 " Do, 2, Brown.....5.75 to 5.80 " Foochow Sugar Candy.....12.20 to 12.25 " Shikloong.....10.55 to 10.60 "

RICE.

HONGKONG, 15th May.—There is a great fall of price, market being very weak. Saigon, Ordinary.....\$3.05 to 3.10 " Round, Good quality.....4.80 to 4.85 " Long.....5.10 to 5.15 Siam, Field mill cleaned, No. 2.....4.15 to 4.20 " Garden, No. 1.....4.30 to 4.35 " White.....5.20 to 5.25 " Fine Cargo.....5.35 to 5.40 "

MISCELLANEOUS EXPORTS.

Per steamer Yarra, sailed on the 5th May. For Marseilles:—449 bales raw silk, 254 bales waste silk, 1 case silks, 26 packages human hair, 9 cases furniture, 7 bags of rice, 3 packages sandal wood. For Lyons:—659 bales raw silk. For Havre:—50 cases lith. paper. For Milan:—10 bales raw silk.

Per steamer Coremandel, sailed on the 9th May. For London:—1,072 boxes tea, 195 bales waste silk, 177 rolls mats and matting, 10 cases silks, 8 cases cigars, 5 cases feathers, 8 cases brass gongs, 6 cases hair, 2 cases chinaware, 1 case p. effects, 1 case carpet, 1 case curios, 1 case sundries. For Lyons:—388 bales raw silk. For Marseilles:—63 bales raw silk. For London and/or Manchester:—176 bales waste silk. For Gibraltar:—3 cases silks.

Per P. & O. steamer Shanghai, sailed on the 15th May. For Glasgow:—4 cases chinaware, 1 case screen. For London:—136 boxes tea, 400 cases cassia, 5 cases cigars, 2 cases curios, 8 cases p. effects, 76 bales canes, 8 cases bird feathers, 6 cases woodware, 40 cases chinaware, 9 bales hemp, 1 case bird skins and 6 cases sundries.

MISCELLANEOUS IMPORTS.

HONGKONG, 8th May.—Amongst the sales reported during the week are the following:—

Bombay—Nos. 10 to 20, ...\$94.00 to \$134.00 English—Nos. 16 to 24, ...114.00 to 120.00 " 22 to 24, ...120.00 to 128.00 " 28 to 32, ...136.00 to 142.00 " 38 to 42, ...155.00 to 170.00

COTTON FINE GOODS—per piece. Grey Shirtings—6 lbs.....2.30 to 2.40 7 lbs.....2.50 to 2.60 8 lbs.....3.30 to 4.10 9 to 10 lbs.....4.00 to 5.60 White Shirtings—54 to 56 rd.....2.80 to 3.00 58 to 60 ".....3.40 to 3.75 64 to 66 ".....4.00 to 5.50 Fine.....5.75 to 8.30 Book-folds.....4.75 to 7.50

Victoria Lawns—12 yards.....0.60 to 1.75 T-Cloths—61ba. (23 in.) Oxy.....2.00 to 2.30 71ba. (23 ").....2.40 to 2.95 81ba. (23 ") Mera.....2.50 to 2.75 71ba. (23 ").....2.00 to 2.50 8 to 8.4 oz. (30 in.).....3.30 to 4.00 Drills, English—40 yds. 124 ".....4.75 to 7.30 to 14 lbs.)

FANCY COTTONS—Turkey Red Shirtings—14 to 15 lbs.) 1.50 to 5.50 8 lbs.)

Brocades—Dyed.....to — DAMASKS—per yard

Chintzes—Assorted.....to — Velvets—Black, 23 in.....0.30 to 0.60 Velveteens—18 in.....0.25 to 0.29 per dozen

Handkerchiefs—Imitation Silk.....0.50 to 5.00 WOOLLENS—per yard

Spanish Stripes—Sundry chops.....0.75 to 2.25 Habit, Med., and Broad Cloths.....1.25 to 2.00 per piece

Long Ells—Scarlet, 7-10 lbs.....7.45 to 9.50 Assorted.....7.80 to 9.85

Camlets—Assorted.....13.50 to 38.00 Lastings—30 yd., 21 inches.....14.00 to 21.00 Assorted.....

Orleans—Plain.....10.00 to — Blankets—8 to 12 lbs.....0.65 to 0.90 Fine quality,1.60 to 2.50

METALS—per picul

Iron—Nail Rod.....4.65 to — Square Flat Round Bar (Eng.).....4.65 to — Swedish Bar.....4.65 to —

Small Round Rod.....5.10 to — Hoop 4 to 11 1/2 in.....6.3 to — Wire, 16/25.....9.50 to —

Wire Rope Old.....3.50 to — Lead, L. B. & Co. and Hole Chop.....8.90 to — Australian.....8.90 to —

Yellow Metal—Munts 14/20 oz.....44.00 to — Vivian's 14/20 oz.....44.00 to — Elliot's 14/20 oz.....44.00 to —

Composition Nails.....61.00 to — Japan Copper, Slabs.....39.00 to — Tin.....95.00 to —

Tin-Plates.....box, per 7.90 to — Steel 4 to 4.....8.50 to —

SUNDRIES—per picul

Quicksilver.....18.10 to — Window Glass.....5.75 to —

CLOSING QUOTATIONS.

FRIDAY, 15th May.

EXCHANGE.

ON LONDON.—Telegraphic Transfer.....1/8 1/4 Bank Bills, on demand.....1/8 1/4 Bank Bills, at 30 days' sight.....1/8 1/4 Bank Bills, at 4 months' sight.....1/8 1/4 Credits, at 4 months' sight.....1/8 1/4 Documentary Bills, 4 months' sight.....1/8 1/4

ON PARIS.—Bank Bills, on demand.....213 Credits, 4 months' sight.....217

ON GERMANY.—On demand.....174

ON NEW YORK.—Bank Bills, on demand.....414 Credits, 60 days' sight.....421

ON BOMBAY.—Telegraphic Transfer.....126 1/2 Bank, on demand.....127

ON CALCUTTA.—Telegraphic Transfer.....126 1/2 Bank, on demand.....127

ON SHANGHAI.—Bank, at sight.....714 Private, 30 days' sight.....73

ON YOKOHAMA.—On demand.....63

ON MANILA.—On demand.....par

ON SINGAPORE.—On demand.....nominal

ON BATAVIA.—On demand.....102 1/2

ON HAIPHONG.—On demand.....2 1/2 p.p.m.

ON SAIGON.—On demand.....2 p.p.m.

ON BANGKOK.—On demand.....61

SOVEREIGNS, Bank's Buying Rate.....\$11.00 GOLD LEAF, 100 fine, per tael.....\$61.50

BAR SILVER, per oz.....25

VESSELS ON THE BERTH.

For ANTWERP. Wakasa Maru, Malacca, Alcinous, Antenor, Benmohr, Kanagawa Maru.

For LONDON. — Kanagawa Maru, Bengal, Benmohr, Malacca, Patroclus, Wakasa Maru, Calchas, Alcinous, Antenor.

For LIVERPOOL. — Agamemnon, Hyson.

For MARSEILLE. — Alcinous, Caledonien, Antenor, Wakasa Maru, Kanagawa Maru.

For BREMEN. — Zieten, Segovia.

For HAVRE AND HAMBURG. — Segovia, Strassburg, Wurzburg, Suevia, Humberg, Badenia.

For GENOA. — Agamemnon, Hyson, Benmohr.

For TRIESTE. — China.

For NEW YORK. — Sagami, Pembroke, Nubia, Heathford, Hudson.

For MANZANILLO, MEXICO AND SAN FRANCISCO. — Lethian.

For VICTORIA, B.C. — Victoria, Telemachus, Aki Maru, Iyo Maru.

For VANCOUVER. — Empress of China, Athenian.

For PORTLAND (Or.). — Indrapura.

For AUSTRALIAN PORTS. — Tetsan, Kasuga Maru, Empress.

For BOMBAY, VIA SINGAPORE AND COLOMBO. — Kageshima Maru.

For SINGAPORE, PENANG AND CALCUTTA. — Lightning.

SHARE REPORTS.

HONGKONG, 15th May, 1903. — Business generally has been very dull throughout the past week, and rates in some cases show a decline on former values.

BANKS. — Hongkong and Shanghai have sold at \$670 and further small parcels are wanted at this figure. London is unchanged at \$63. Nationals continue in request at \$25.

MARINE INSURANCE. — Unions continue on offer at \$53. China Traders have been booked at \$60 and more shares can be placed. Cantons have sold at the improved rate of \$170 and are in further request. North China and Yangtze are enquired for at quotations.

FIRE INSURANCES. — Hongkongs are wanted at \$3.0. Chinas are in demand at \$83, at which rate sales are reported.

SHIPPING. — Hongkong, Canton and Macao have sold at \$37½ and are in further request at \$37½. Indo-Chinas are again receiving attention and can be placed at \$14. Douglasses continue on offer at \$41. Star Ferries (old) are procurable at \$27; the new issue continues in request at \$15½. Shell Transports are weak at the nominal quotation of \$1 6s. (d. China and Manilas are quiet at \$26.

REFINERIES. — China Sugars have weakened and can now be procured to a small extent at \$108. Luzons continue neglected at \$12 sellers.

MINING. — Punjoms are on offer at \$3½ cum call. Jelebus can still be placed at \$14. Raubs are procurable at the reduced rate of \$10.

DOCKS, WHARVES AND GODOWNS. — Hongkong and Whampoa Docks have weakened, and after a small sale at \$215 are now on offer at \$214. Hongkong and Kowloon Wharves are in the market at \$92 without attracting buyers. New Amoy Docks are unchanged at \$40 buyers. Farnhams have been booked at Tls. 187½, and close with further sellers at the rate.

LANDS, HOTELS AND BUILDINGS. — Hongkong Lands were in strong request during the early part of the week, and a considerable business was done at \$171; the market has since weakened, however, and shares are now obtainable at \$170. Kowloon Lands are on offer at \$40. West Points are in some request at \$51 with sellers at a slightly higher figure. Humphreys Estates have sold at \$12½ and are still in demand at the rate. Hongkong Hotels, owing to forced sales, fell rapidly in the early part of the week to \$143 but have since recovered, and are now enquired for at \$147. Oriente Hotels can be placed at \$27½.

COTTON MILLS. — We have heard of no business under this head, and have no change in quotations to report.

MISCELLANEOUS. — Green Island Cements have improved to \$3½ with sales and further buyers. China Boulders have declined to \$11 sellers. Watsons have sold at \$15½ and are

still procurable at this figure. Hongkong Electric are on offer at \$18½ (old) and \$7½ (new) after sales at these rates. Ropes continue in request at \$12½. Ices can be procured at \$240. China Providents have sold at \$9.90 and continue in demand. Powells are on offer at \$10. MEMO. — The "Star Ferry Co., Ltd., ordinary yearly meeting on the 20th instant.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	\$670.
Natl. Bank of China		L'don, £63.
A. Shares	28	\$25½, buyers
B. Shares	28	\$25½, buyers
Foun. Shares	21	\$10, sellers
Bell's Asbestos E. A.	21	\$3½, buyers
Campbell, Moore & Co.	10	\$40, sellers
China-Borneo Co., Ltd.	12	\$11, sellers
China Light & Power Co., Ltd.	20	\$9.
China Prov. L. & M.	10	\$9.90, buyers
China Sugar	100	\$108, sellers
Cigar Companies—		
Alhambra Limited	500	\$850, sellers
Philippine Tobacco Invest. Co., Ltd.	50	\$18.
Cotton Mills—		
Ewo	Tls. 100	Tls. 39.
International	Tls. 75	Tls. 39, sellers
Leau Kung Mow	Tls. 100	Tls. 45.
Soyahes	Tls. 500	Tls. 160.
Hongkong	100	\$16, buyers
Dairy Farm	28	\$11, buyers
Fenwick & Co., Geo.	25	\$50, sellers
Green Island Cement	10	\$23½, buyers
H. & C. Bakery	50	\$40, sellers
Hongkong & C. Gas	210	\$140, buyers
Hongkong Electric	10	\$13½, sellers
H. H. L. Tramways	100	\$7½, sellers
Hk. Steam Water boat Co., Ltd.	10	\$13, buyers
Hongkong Hotel	50	\$147, buyers
Hongkong Ice	25	\$24½, sellers
H. & K. Wharf & G.	50	\$92.
Hongkong Rope	50	\$122½, buyers
H. & W. Dock	50	\$214, sellers
Insurance—		
Canton	50	\$170, buy. & sales
China Fire	20	\$83, buyers
China Traders	25	\$60, buyers
Hongkong Fire	50	\$310, buyers
North China	225	Tls. 200, buyers
Straits	20	\$1, nominal
Union	100	\$580, sellers
Yangtze	50	\$128, buyers
Land and Building—		
Hongkong Land Inv.	100	\$170, sellers
Humphreys Estate	10	\$12½, buyers
Kowloon Land & B.	30	\$40, sellers
West Point Building	50	\$51, buyers
Luzon Sugar	100	\$12, sellers
Manila Invest. Co., Ltd.	50	\$15, buyers
Mining—		
Charbonnages	Fcs. 250	\$660, sellers
Jelebu	5	\$14, buyers
Punjom	10½	\$3½, cum call sel.
Do. Preference	1	35 cents, sellers
Raubs	18	\$10, sellers
New Amoy Dock	64	\$40, buyers
Oriente Hotel, Manila	50	\$27½, buyers
Powell, Ltd.	10	\$10, sellers
Robinson Co. Piano, Ltd.	50	\$50.
Steamship Coys.—		
China and Manila	50	\$26, sellers
Douglas Steamship	25	nominal
Il. Canton and M.	15	\$41, sellers
Indo-China S. N.	210	\$37½, sellers
Shel Transportand Trading Co.	21	\$104, buyers
Star Ferry	10	\$21.6s. (d.), sell.
Tebrau Planting Co.	5	\$27, sellers
United Asbestos	5	\$15½, buyers
Do.	4	nominal.
Universal Trading Co., Ltd.	10	\$9, sales & sellers
Watkins Ltd.	10	\$155.
Watson & Co., A. S.	10	\$23, buyers
	10	\$7½, sellers
	10	\$15½, sellers

VERNON & SMYTH, Brokers.

SHANGHAI. Messrs. J. P. Bisset & Co., in their Share Report to hand, dated 7th May, say:—Indo-Chinas have been dealt in at Tls. 78½, 77, and 77½ cash, with 80, 79½ and 79 for June and 81 for

July. Cargo Boats, have been placed at Tls. 162½ and yesterday at 163; Farnhams, have been dealt in at Tls. 187½ and 188 for cash, and later at 188; there are buyers at 188 and sellers at 187½. All stocks under this heading are unchanged, with no movement in them. Sellers of China Sugars at \$110. Raubs are enquired for at \$10 or probably better. Shanghai Lands are offering at Tls. 1 2. Humphreys buyers at \$12½. Langkats have been done at Tls. 330, 332½ and 325 cash. May shares have been placed at 340, 330, and June at 335, 337½ and 340. The last quotation for June in 187½. July shares have been placed at 340 and 345. The market closes quiet with sellers for cash at 320, and at proportionate rates for forward. Waterworks have been placed at Tls. 410. Gas 112½. Shanghai Ices at Tls. 23 and 24, and Green Island Cement to Hongkong at \$23. The only Cotton quotation is a transaction in Sooy Chee at Tls. 200. Brokers & Hotels.—Weeks have been placed at \$24. Central Stores at \$27. Hotel des Colonies at Tls. 17. Astors at \$29. Telephones have changed hands at Tls. 63.—Shanghai 6 per cent Land Debentures have been dealt in at 3 per cent premium plus accrued interest.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST

MAIL

ARRIVALS

May—

7. Hallooing, British str., from Tamsui.
7. Quangnam, French str., from Saigon.
7. Taichow, German str., from Bangkok.
8. Benvorlich, British str., from Moji.
8. Foochow, British str., from Hankow.
8. Hyson, British str., from Singapore.
8. Jacob Diederichsen, Ger. str., from Pakhoi.
8. Meefoo, Chinese str., from Canton.
8. Spartiate, British str., from Portsmouth.
8. Vale of Doon, British bgo., from Rajang.
8. Valetta, British str., from Bombay.
9. Airlie, British str., from Chinkiang.
9. Ayr, Norwegian str., from Kutchinotun.
9. Changsha, British str., from Australia.
9. Flintshire, British str., from Moji.
9. Hanyang, British str., from Chinkiang.
9. Karin, Swedish str., from Chafco.
9. Maiduru Maru, Jap. str., from Swatow.
9. Phra C. C. Khao, Ger. str., from Bangkok.
9. Thales, British str., from Coast Ports.
9. Tottenham, British str., from Barry.
9. Yunnan, British str., from Chinkiang.
10. Elita Nosack, Ger. str., from Chinkiang.
10. Europa, British cruiser, from Portsmouth.
10. Frithjof, Norwegian str., from Haiphong.
10. Kinshu Maru, Jap. str., from Moji.
10. Kweiyang, British str., from Chafco.
10. Kwangshai, Chinese str., from Canton.
10. Lucha, German gunboat, from Amoy.
10. Lyremon, German str., from Canton.
10. Shikano Maru, Japanese str., from Moji.
11. Ajax, British str., from Liverpool.
11. Arnold Luyken, German str., from Saigon.
11. Bayern, German str., from Shanghai.
11. Bombay Maru, Japanese str., from Bombay.
11. C. Diederichsen, Ger. str., from Haiphong.
11. Empire, British str., from Australia.
11. Hermes, Norwegian str., from Hongay.
11. Iyo Maru, Japanese str., from Shanghai.
11. Jason, British str., from Shanghai.
11. Meongwai, German str., from Bangkok.
11. Kwanglee, Chinese str., from Shanghai.
11. Loongang, British str., from Manila.
11. Loosok, British str., from Bangkok.
11. Woosung, British str., from Shanghai.
11. Daphne, German str., from Singapore.
12. Choyang, British str., from Shanghai.
12. Friglar, Austrian str., from Tourn.
12. Gaslic, British str., from San Francisco.
12. Haitan, British str., from Swatow.
12. Hongkong, French str., from Haiphong.
12. Hunan, British str., from Canton.
12. Kansu, British str., from Canton.
12. Loongmoon, German str., from Shanghai.
12. Perla, British str., from Chinkiang.
12. Rosetta Maru, Japanese str., from Manila.
12. Shanghai, British str., from Taku.
12. Shantung, German str., from Chinkiang.
12. Thea, German str., from Hongkong.
12. Tyr, Norwegian str., from Hongay.
12. Womang, British str., from Canton.
13. Achilles, British str., from Tamsui.
13. Amigo, German str., from Chafco.
13. Heibao, French str., from Pakhoi.

13. Kakiachang, German str., from Bangkok.
 13. Lightning, British str., from Calcutta.
 13. Rajah, British str., from Moji.
 13. Samsui, German str., from Shanghai.
 13. Shant, British str., from Hankow.
 13. Victoria, American str., from Tacoma.
 13. Zafro, British str., from Manila.
 14. Anping, Chinese str., from Shanghai.
 14. Doris, Norwegian str., from Chinkiang.
 14. Hailan, French str., from Pakhoi.
 14. Kowloon, German str., from Canton.
 14. Kweiyang, British str., from Canton.
 14. Loksang, British str., from Canton.
 14. Wingsang, British str., from Canton.

MAY—DEPARTURES.

8. Daigi Maru, Japanese str., for Swatow.
 8. Devawongse, German str., for Bangkok.
 8. Fausang, British str., for Swatow.
 8. Foodhow, British str., for Canton.
 8. Harghow, British str., for Shanghai.
 8. Hangang, British str., for Shanghai.
 8. Hermes, Norwegian str., for Karatsu.
 8. Hne, French str., for Kwa gehauwan.
 8. Hikosan Maru, Jap. str., for Kutchinotsu.
 8. Kawachi Maru, Japanese str., for Kobe.
 8. Rossijsa, Russian str., for Wuhu.
 8. Fernia, German str., for Hamburg.
 8. Sophie Rickmers, Ger. str., for Bangkok.
 8. Yuenang, British str., for Manila.
 9. Ailsa Craig, British str., for Kutchinotsu.
 9. Coromandel, British str., for Europe.
 9. Hansa, German str., for Chinkiang.
 9. Hyson, British str., for Shanghai.
 9. Karin, Swedish str., for Canton.
 9. Maefoo, Chinese str., for Shanghai.
 9. Rimado, British ship, for Weihaiwei.
 9. Rohilla Maru, Japanese str., for Manila.
 9. Ruff, British str., for Manila.
 9. Strassburg, German str., for Shanghai.
 9. Tientsin, British str., for Shanghai.
 9. Triumph, German str., for Wuhu.
 9. Tiansu, British str., for Kobe.
 9. Valetta, British str., for Shanghai.
 10. Amara, British str., for Hongkong.
 10. Dagmar, Norwegian str., for Macassar.
 10. Daijia Maru, Japanese str., for Swatow.
 10. Emma Luyken, German str., for Swatow.
 10. Hailong, British str., for Swatow.
 10. Hanyang, British str., for Canton.
 10. Huxon, British str., for Moji.
 10. Jacob Diederichsen, Ger. str., for Pakhoi.
 10. Pitavalok, German str., for Swatow.
 10. Yunman, British str., for Canton.
 11. Elita Nosack, German str., for Canton.
 11. Ischia, Italian str., for Bombay.
 11. Kweiyang, British str., for Canton.
 11. Lucis, British barque, for Quinhon.
 11. Verina, German str., for Moji.
 12. Airlie, British str., for Whampoa.
 12. Ayr, Norwegian str., for Karatsu.
 12. Benlarig, British str., for Wuhu.
 12. Eastless, British cruiser, for Weihaiwei.
 12. Germania, German str., for Amoy.
 12. Jason, British str., for London.
 12. Kinshu Maru, Japanese str., for Bombay.
 12. Kwanglee, Chinese str., for Canton.
 12. Kwangta, Chinese str., for Shanghai.
 12. Lyceum, German str., for Shanghai.
 12. Mongkut, German str., for Bangkok.
 12. Phra Nang, German str., for Bangkok.
 12. Monterey, U.S. monitor, for Canton.
 12. Thales, British str., for Swatow.
 13. Ajak, British str., for Seattle.
 13. Bayern, German str., for Europe.
 13. Choyang, British str., for Canton.
 13. Empire, British str., for Shanghai.
 13. Empress of Japan, Brit. str., for Vancouver.
 13. Hunan, British str., for Shanghai.
 13. Korea, American str., for San Francisco.
 13. Lida, Norwegian str., for Wosung.
 13. Loongmoon, German str., for Canton.
 13. Michael Jensen, German str., for Pakhoi.
 13. Quangan, French str., for Swatow.
 13. Weang, British str., for Ningpo.
 13. Zhanghai, British str., for London.
 14. Arnold Luyken, German str., for Swatow.
 14. Bombay Maru, Japanese str., for Kobe.
 14. Carl Diederichsen, Ger. str., for Hoikow.
 14. Daphne, German str., for Amoy.
 14. Haitas, British str., for Swatow.
 14. Katsu, British str., for Shanghai.
 14. Laiang, British str., for Calcutta.
 14. Leung, British str., for Shanghai.
 14. Loongtang, British str., for Manila.
 14. Shant, British str., for Canton.
 14. Thos, German str., for Canton.
 14. Totterham, British str., for Weihaiwei.

PASSENGERS LIST.

ARRIVED.

Per *Valetta*, for Hongkong, from London, Mr. and Mrs. Brand and two children, Mr. and Mrs. Johnson and two children, Miss Clophaise, Staff Sergt. Major Goodhall, Messrs. Mann, Lodge, Irving, McNab and Bowen; from Marseilles, Messrs. Spring, Forbes, Toyer, Henchman, Breeze and Goodland; from Brindisi, Mrs. Judd, Mr. and Mrs. Moir; from Malta, Master Gunner T. Chisholme; from Bombay, Mr. and Mrs. Phelps, Lieut. T. Kirland, Messrs. Barrett, Nawariwalla and Poonawalla; from Colombo, Mr. and Mrs. Orane, Messrs. McGhee, Ashton and Southern, from Penang, Mr. Alder Baker; for Shanghai, from London, Mr. and Mrs. Goffe, Mrs. and Miss Maclean, Mrs. Fraser and Mr. Spring; from Marseilles, Mrs. Hickin; from Brindisi, Mr. Craven; for Yokohama, from London, Mr. Ramsay.

Per *Changsha*, from Sydney, &c., Mr. and Mrs. Morrison, Mrs. Gill, Mrs. Stockwell, Miss Wilkinson, Master Stockwell, Captain Bennett, Messrs. Bean, Donald, Darnell, Edwards, Megford, Towe and Schaberle.

Per *Empire*, from Australia, for Hongkong, Mrs. Woodley, Mr. and Mrs. T. A. Clark, Mr. and Mrs. Wilson, Mrs. A. McBean and two children, Mr. and Mrs. W. Ross-Lane, Mr. and Mrs. J. Wyllie, Mrs. G. N. Laok, Miss Ida McLee, Dr. Alexander, Messrs. L. B. Belch, J. and Selboth, Paul Tette, J. E. Lamby, F. J. Mitchell, S. W. Cartwright, Mr. F. H. de Luz and child, Mr. B. M. Conceda and child, Messrs. D. F. McAnland, W. L. Newman, R. C. Graft, A. Smyth, Antonio M. J. Maher, C. Jose Borges and L. J. Conceida; for Kobe, Mrs. G. R. Saunders, Mrs. and Miss Edwards, Mr. and Mrs. Fox, Hon. and Mrs. C. E. Davies and Davies, Mrs. Coonell, Mrs. W. Morkham and two children, Capt. and Mrs. Tibbets, Mr. and Mrs. M. J. Paterson, Capt. and Mrs. Welsh and child, Mrs. E. Carey and child, Mrs. C. Noble and child, Misses J. Imley and Winthrop, Messrs. A. O. Giles, Jas. Bull, J. Woodmald, C. A. Loney, E. P. Pitt, J. Van Haften, W. Dawson, A. Conitt, J. W. Samuels, J. Robison, J. E. de Rivas, Caballero, J. S. Little, P. V. Little and B. Mills.

Per *Gaelic*, from San Francisco, &c., Mrs. Koch and maid, Mrs. J. E. Woodward and three children, Mrs. M. A. Pool, Mrs. Lookmaith, Mrs. Korman and five children, and Mrs. A. Duncan, Miss V. Blair, Miss Judge and Miss B. A. Berry, Dr. W. V. Koch, Messrs. R. A. Gubay, H. K. Pitt, H. O. Lookmaith, Chas. Cutries, W. H. Grant, R. B. Hibberdine, W. A. Pierce, A. Kosell, E. Owan, E. B. Kadoorie and H. B. Babson.

Per *Bayern*, for Hongkong, from Yokohama, Mr. Geo. J. Vinch; from Kobe, Messrs. West, J. L. McMillan and J. W. Osborne; from Shanghai, Mr. and Mrs. C. W. Watson, Mrs. Hagen, Mrs. Pearson and child, Countess de Senna Fernandes, Miss Gresson, Engineers Anderson and K. Thaten, Messrs. Gresson, C. E. Roach, A. Schoenemann, N. J. Stabb, Struck, C. Roth and P. H. Pillmore; for Singapore, from Shanghai, Mrs. J. H. Crofts, Miss M. Elanziva, Messrs. J. W. R. Broadfoot and Thos. Lawrie; for Penang, from Kobe, Mr. H. W. Andrews; from Shanghai, Mr. Reinmann; for Colombo, from Shanghai, Mr. and Mrs. Hellingier; for Genoa, from Yokohama, Mr. Maslenikoff and family; from Kobe, Rev. and Mrs. Thos. H. Haden, Lieut. De la Croix, Prof. Dr. T. Aoyama, Messrs. S. Kitogawa and Y. Kichachi; from Shanghai, Mr. and Mrs. Tamplin, Mrs. A. Sillem, Mrs. L. Ifland, Dr. Mixius and family, Capt. Bachmann, Pater Capitanio and Pater Zela, Messrs. C. Deiker and A. Ribotti; for Southampton, from Yokohama, Miss A. Conover; for Bremen, from Yokohama, Mr. and Mrs. Fried. Weikert, Mr. and Mrs. A. Alcott; from Shanghai, Mrs. Architect Schroeder, Capt. O. Hansen, Master Heine Schilvilp, Messrs. Hagemawter, Muss, Wulff and Reschke; for London, from Shanghai, Mr. and Mrs. Lay and children, Mrs. H. G. Craig and child, Genl. and Mrs. Gottberg, Misses Ruth Kingsford, Grace Kingsford and Amalie Blass and Mr. J. C. Dyer.

DEPARTED.

Per *Coromandel*, from Hongkong, for Singapore, Mr. W. H. Wilkinson; for Penang, Mr. Swaby; for Colombo, Messrs. Rubio and Vance; for Marseilles, Mr. L. King; for London, Staff

Sergt. Major and Mrs. Pickering, Foreman and Mrs. Stringer, Messrs. A. G. Murray, L. J. C. Anderson, E. A. Spurgin and A. B. Lawson; from Shanghai, for Singapore, Messrs. A. W. Lloyd, Menest and W. Hoffmann; for Penang, Mr. J. D. Symonds; for Freemantle, Mr. A. H. Sanders; for London, Mrs. Getley and child, Messrs. W. H. Boyd and R. Williams.

Per *Valetta*, from Hongkong, for Shanghai, Mr. and Mrs. M. W. Ferris, Mr. and Mrs. Niox, Mr. and Mrs. F. H. Smith, Mr. and Mrs. J. W. McLean, Mr. and Mrs. C. D. Clarke, Mr. and Mrs. R. A. George, Mrs. H. Smith, Mr. and Mrs. H. E. Heacock, Dr. and Mrs. Marshall, Mrs. Sawyer, Mrs. E. Smith, Mr. and Mrs. Mitchell, Staff Sergt. Anscombe, Misses Hancock, E. Guerin and M. Gaill, Messrs. J. D. Farrell, R. J. Gross, C. M. Muchnic, Markham, A. L. Langley, Glass, W. E. Guerin, J. R. Geary, J. K. Tweed and E. Wheeler.

Per *Empress of Japan*, for Vancouver, &c., Mr. and Mrs. A. M. Coran, Mr. and Mrs. J. Gordon and family (7), Mrs. F. A. Dean, Mr. and Mrs. R. L. Harris, Mr. and Mrs. J. L. Mitchell, Mrs. J. Putnam, Mrs. Valerie, Mr. and Mrs. E. M. Turrell, Mr. and Mrs. Phelps, Mr. and Mrs. E. F. Holmes, Mrs. T. Masao and child, Mr. and Mrs. H. E. Knapp, Rev. and Mrs. E. J. Hardy, Mr. and Mrs. J. Wyllie, Mr. and Mrs. H. C. Wilson, Mrs. W. Harts and child, Mr. and Mrs. T. C. Jones, Mr. and Mrs. H. J. A. Porter, A. W. Hunter, Misses M. F. Farrer, J. B. Cowan, H. M. McLaren, N. M. Hyde, M. Glenke, D. Clepham, Pitt, Lee and Phillips, Mr. and Miss Bell, Mr. W. and Miss A. Andre, Drs. P. N. Geyard, T. Mamo and F. W. Weston, Rev. C. S. Bartum, Lieut. E. Kirkland, C. P. Redcalfe, E. E. West, C. A. Weightson, P. J. Pope and E. Dalgely, Lieut. Comdr. H. O. Dunn, Col. L. F. Browne, Mons. Moutet and C. Massaroli, Messrs. Jos. Hellema, J. van Allen, Middleton, H. E. Phillips, G. S. Butler, G. Hall, H. Marriott, G. H. Malcolm, F. Teschuraber, J. C. Marshall, J. Rothwell, E. P. Carter, E. H. Codling, Hy. Hayward, R. T. Tebbitt, M. H. Michael, S. H. Michael, F. Elmore, J. Squires, T. H. Mann, G. E. Lodge, L. Breeze, J. Goodland, J. T. Musell, E. H. Sharp, H. Brookman, T. M. Browne, S. A. Morris, Serun, Geo. Cornon, J. R. Geary, R. Finch, F. E. Hemenway, L. Bailer, E. Arnold, S. W. Cartwright, K. Noguchi, Littler, Barton, L. A. Summerhays, E. L. Heath, E. Cole, J. T. Dean, P. A. Gilbert, T. T. Fortune, C. A. E. King, G. E. Evans, T. P. Gilman, W. McGhee, R. G. Woods, R. L. Brooks, J. A. Middleton, H. A. Ramsay, and T. Griffin.

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